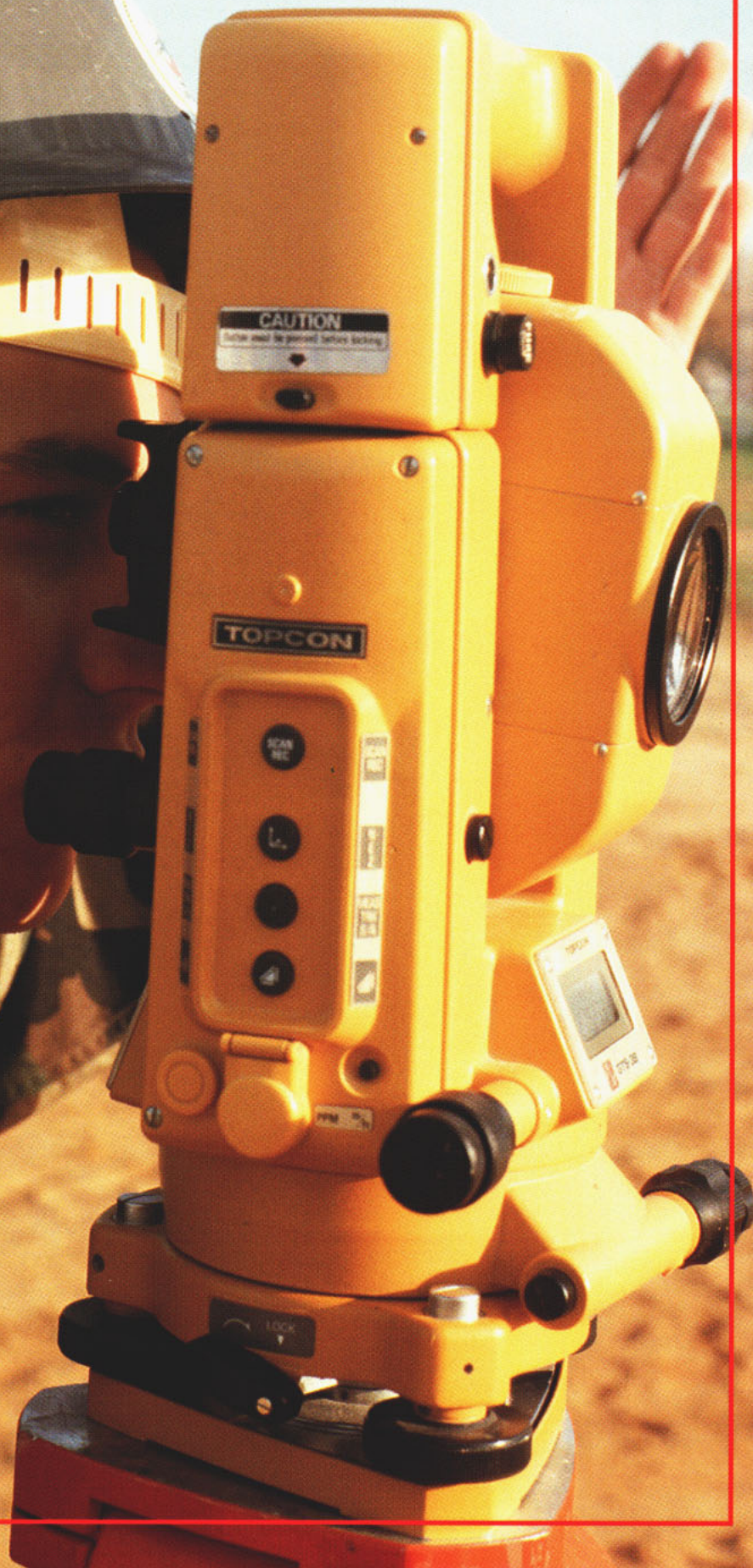


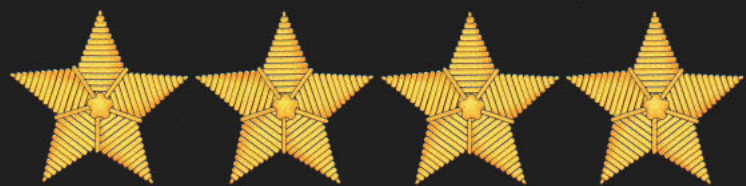
ALL HANDS

MAGAZINE OF THE U.S. NAVY



**THEY BUILD,
THEY FIGHT**
MARCH 1996



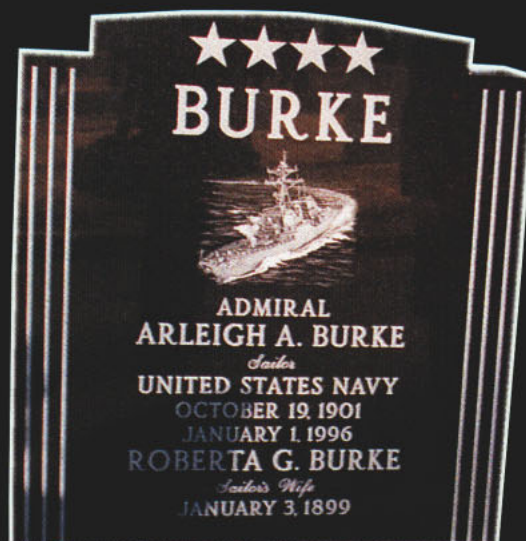


ADM Arleigh Burke *"Sailor"*

Oct. 19, 1901 - Jan. 1, 1996



Photos by PH1 Dolores L. Anglin



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Magazine of the U.S. Navy

March 1996, Number 947

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auto insurance

■ If you are a resident of Florida but are stationed out of state, you may apply for an exemption to a Florida law requiring insurance issued by a company doing business in Florida.

Until now Florida service members were required to either change insurance companies or register their vehicles in another state. If they didn't comply, they could have had their Florida driver's license and vehicle registration suspended.

To receive the exemption you must provide the following documents to the Florida Department of Highway Safety and Motor Vehicles (DHSMV) when registering or renewing your registration: your out-of-

state address for the Florida vehicle registration; a copy of your current orders or an affidavit from your commanding officer confirming that you are stationed outside Florida and the date of assignment; and an affidavit stating the motor vehicle will not be operated in Florida.

When the exemption is approved, DHSMV will enter a special code in the agency's computer data base to flag your record. This prevents the automatic computer-initiated suspension process that occurs when your out-of-state insurance company fails to update the DHSMV computer.

For help in applying for this new exemption, contact your local legal assistance office. ‡

AD/AM/AE ratings

■ If you are an AD, AM or AE and want a new and challenging career, talk to your career counselor about becoming a P-3 flight engineer. To apply, submit an Enlisted Personnel Action Request (1306/7) along with an endorsement letter from your commanding officer, a current flight physical, second class swimmer certification and a copy of your ASVAB scores to Bureau of Naval Personnel PERS-404EH, AMSC Morgan [DSN 223-1385 or (703) 693-1385].

Additionally, first and second class petty officers on shore duty or in excess at sea duty who are former in-flight ordnancemen (NEC 8271) are encouraged to apply.



Although AO is not currently a source rating for NEC P-3 flight engineer, exceptions will be made for former in-flight ordnancemen since they already possess P-3 aircraft in-flight systems knowledge. In addition to NAVPERS 1306/7, an endorsement from the senior flight engineer NATOPS instructor in your command (or from VP 30/PATWING if your unit has no flight engineer NATOPS instructors assigned) should be submitted to PERS-404CR, AOCM Coker at DSN 224-8365 or (703) 614-8365.

More information is available on BUPERS ACCESS and on the BUPERS Home Page. ‡

SRB policy

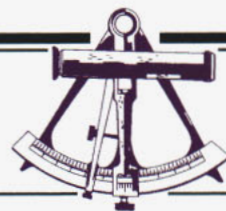
■ The Navy increased 123 Selective Reenlistment Bonus (SRB) award levels — affecting almost 11,000 Sailors. The largest increases were for Sailors in CM, DP, DS, ET, ET(SS), MT and STG ratings and became effective Feb. 1, 1996. The reenlistment incentives branch at the Bureau of Naval Personnel is waiting to process your request to reenlist under the recently funded SRB program.



Also, you now have a choice to reenlist any time within the fiscal year of expiration of active obligated service (EAOS) or permanent change of station (PCS) orders because a policy change to the SRB program expanded the SRB reenlistment windows.

The new policy gives Sailors flexibility to plan their reenlistment and a PCS move separately, should they desire. Since, by law, SRB dollars are calculated based on the number of months a Sailor is reenlisting beyond his/her EAOS, BUPERS still recommends Sailors reenlist as close to their EAOS as possible to preserve the maximum amount of their SRB dollars.

For more information on specific award levels in each rating and zone (including closed-loop NECs), and on application procedures, refer to NAVADMIN 308/95 or contact the reenlistment incentives branch (PERS-255) at DSN 225-0654/5/6/7/8/9 or (703) 695-0654/5/6/7/8/9. ‡



career paths

■ Supervisors are often asked to advise their subordinates on specific career moves and recommend duty assignments for the future. To help Sailors plan their careers effectively, an information guide is now available for every enlisted rating in the Navy with a typical career path for each rating from the time a Sailor enters the Navy through retirement. The career paths outline when a Sailor should be progressing through typical paths, and while no two Sailors will follow identical career patterns, most successful Sailors will meet most of the milestones in the guide at the same time. The career path sheets for all ratings were developed by the Bureau of Naval Personnel and are available on BUPERS Access. To download the files from the main menu, select files, then download. The file name is CPD.EXE. For more information, call (703) 614-4684. †



getting detailed

■ In another effort to prove its commitment to listen and respond to Sailor's personal and professional concerns, the Bureau of Naval Personnel (BUPERS) has made it possible for every detailee to be reached 24 hours a day from anywhere in the world through the Internet.

Internet addresses for detailers correspond to their respective PERS codes. The detailers addresses are PXXX@bupers.navy.mil where the XXX represents the PERS Code of the detailer being contacted. For example, to e-mail the AD E-1 through E-4 detailer, the address is: P404DG3@bupers.navy.mil.

For Sailors stationed overseas and deployed Sailors, this customer service is especially valuable.

The Oct/Dec 95 issue of *Link* and the Jan/Feb

VHA

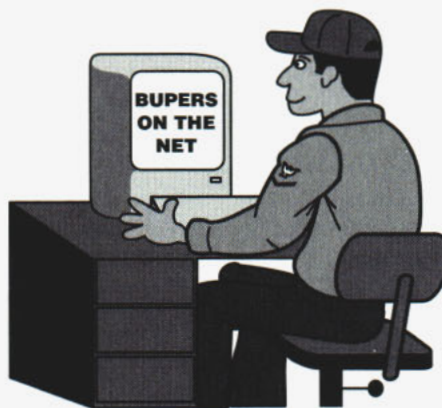
■ If you're under permanent change of station (PCS) orders but not planning to move your household goods, you may be eligible to maintain the same Variable Housing Allowance (VHA) rate, even if the rate at your new command is lower.

In NAVADMIN 319/95, the Bureau of Naval Personnel (BUPERS) listed criteria to allow Sailors in this special circumstance to continue receiving the higher VHA rate. To qualify, Sailors with family members must have PCS orders to a new duty station in the same geographic area and commute daily from your current home to your new permanent duty station (PDS).

When these criteria are met, inform your detailee that your household goods will not be moved and you need no-cost orders cut. Then, if your new PDS has a lower rate than the old, you can submit a request to BUPERS (PERS 463) to receive VHA based on maintaining the same residence at both the old and new PDS.

If you have executed PCS orders containing accounting data for the movement of household goods, but are eligible for a higher rate of VHA based on this new interpretation, you have up to six years to petition the Board for Correction of Naval Records (BCNR) for retroactive entitlement.

Further details about eligibility, submitting requests and petitioning the BCNR are available in NAVADMIN 319/95. †



96 issue of *Perspective* contain PERS Codes for enlisted and officer detailers respectively. Future editions of both professional bulletins will contain details on contacting detailers by e-mail. †

Interview with the MCPON

Interview by JO1(SW) Jim Conner

Despite budget cuts and downsizing, the U.S. Navy continues to maintain the world's most advanced and strongest fleet without sacrificing the quality of life needs of its Sailors.

All Hands recently spoke with the Navy's most senior enlisted Sailor — Master Chief Petty Officer of the Navy John Hagan, who talked about Sailors' concerns and the high value the Navy places on its troops.

AH: *Are there any hot issues you're working on right now?*

MCPON: The evaluation process is what I'm excited about. We have a few bumps in the road ahead as we begin the new system but, we will come out a better Navy for years to come.

The low road is to inflate, stroke and game the system which won't do anybody any good.

The high road is to evaluate Sailors objectively, according to the standard. Each individual trait must be evaluated against the standard in which the 5.0 has been made very difficult to justify. All of us know that the old system — the one we are leaving behind — is terribly inflated.

I'm hoping to see in this first round of evaluations lots of 3.0s, lots of counseling forms that have honest, thorough feedback, and lots of Sailors improving their personal habits, their professional traits and lots of competencies because of that feedback. I'm trying to get the word to the fleet that you won't be helping your people by stroking them with an inflated trait average. You'll actually be hurting them because you will be saying to the selection board, 'We continued the old inflated system.'

AH: *So, if you don't get a 5.0, can you still be advanced?*

MCPON: Absolutely. You can stress that point by

saying I'm a master chief with many years of service. What were my 4.0 evals good for for the last few years? Mail them to my mother. She would enjoy reading them. I think my mother even knows that they were terribly inflated. My wife has constantly read my evals and said, 'Geez, these people don't even know you, they should talk to me.' She's right! We aren't in the habit of doing frank assessments. We have high hopes that we will reduce inflation, give Sailors a better appraisal of their performance and a better basis on which to bring about self improvement. Sailors want to improve themselves in their personal lives and their work centers. We just need to give them the right kind of feedback and motivation, and shore up their personal discipline a little with good, frank counseling.

AH: *When you travel and talk to Sailors on the deckplates, what are some of the most common questions they ask?*

MCPON: During the three years I've been in the job there's been a very pleasant change to the tone and tenor of what they ask. We've evolved from about 75 percent of the subjects being very negative. At the beginning of the drawdown we were talking about Voluntary Separation Incentive/Selective Separation Bonus and Temporary Early Retirement — Will I be eligible? If I'm not eligible, will I be a RIF (reduction in force)? If I don't get RIFed, will I be a petty officer 1st class forever? Those were common concerns a couple of years ago.

Today, 80 percent of the issues I'm spending my time on are positive things. Sailors ask about compensation issues, single and family housing and about education. I'm pleased to say there are good things happening in all those areas.

AH: *How are housing, education, pay and other quality-of-life issues affected by budget cuts and downsizing?*





Photos by PH3 Sam Dallal

MCPON: It's affecting them, but the great thing is that it hasn't stopped them. I mean there isn't a work force on earth that would be going through the downsizing that we're coming out of now and still be paying an annual cost of living adjustment and accomplishing the many force parity issues we are currently. Single BAQ for E-6s and TRICARE are examples.

There's tremendous momentum and creativity being worked in family and single Sailor housing. Everywhere I go there are new barracks being built or rehabilitated — from Pensacola (Fla.), where they will have a complex of new BEQs, to the overseas locations like Souda Bay, Crete, and Naples, Italy, where we are going to have good BEQs for the very first time. Look at the family housing that's being bulldozed and rebuilt in Norfolk and Pearl Harbor.

AH: *You mentioned good news in education.*

MCPON: Sailors ask a lot about education. It's the best news. We're finally going to have equity for sea-duty Sailors in just a few short months. The CNO has directed that every ship and submarine have a PACE (Program for Afloat Education) installation. I like to call it an electronic textbook because it has the means to interface the student with the college course. Sailors view a tape, answer questions asked on the tape, take exams proctored by the education services officer and send it back to the university where it's graded by a professor. This is a college course, done in a professional, effective way. The great thing about it is the Sailor on sea duty just pays for the textbook. With tuition assistance [if you're on shore duty], the student pays 25 percent of the cost of the course, plus the price of the textbooks. If you're at sea, you deserve a little more and you get a little more. You get the whole

course for free and you just pay for the textbook.

PACE also includes an academic skills refresher. It helps Sailors get their core competencies (math, English, science) to the level where they can do college level work if they desire. If Sailors want to raise their ASVAB (Armed Services Vocational Aptitude Battery) scores, this will help make them more competitive.

AH: *What are some examples of the courses that will be available through PACE?*

MCPON: Sailors can take courses on effective writing, physics, geology, geography and English. We want our recruiters to go out into the civilian world and say, "Hey, join the Navy and on every ship you will have the opportunity to take 25 college courses after you get general damage control qualified."

AH: *Any final thoughts?*

MCPON: I think we are lucky to be serving in this time period. We've gone through a drawdown without RIFing one enlisted Sailor in the career force. I repeat it, without one RIF. We're in a period of fiscal constraints and yet we're working hard through some true quality-of-life issues that in another time would have been put on the back burner. However, let's not lose sight of the fact that the quality of our work, the quality of our commitment to and understanding of our core values, of our terms of service and our true willingness to sacrifice, are more important than quality of life. ‡

Conner is a staff writer assigned to All Hands

What's in, what's out

Navy Uniforms: 200 years of change

There was a time when most enlisted Sailors went barefoot. During the American Revolution, most of the Navy's meager funds were spent on procuring ships and ammunition. Little effort was made to clothe the seamen in anything resembling a uniform. Most Sailors wore pantaloons tied at the knee or knee breeches, a jumper or shirt, neckerchief, short-waisted jacket and low-crowned hats.

For nearly 20 years after the end of the Revolutionary War there was no formal American sea service. In 1797, the fledgling republic realized the need for a Navy to protect its political and commercial interest, and re-established the U.S. Navy.

With the War of 1812, the Navy earned a fine reputation and began to build a cadre of volunteers who elected to remain in service. The Navy made its first attempt at a prescribed uniform in 1817, providing winter and summer uniforms. However, since federal funding was very limited, enlisted dress was rarely standardized or enforced and Sailors added their own accessories such as buttons and striping as they wished.

The first official enlisted uniform regulations, published in 1841, not only contained a description of the first official enlisted uniform, but also the first grooming standards. The uniform was a blue woolen frock with white collars and cuffs, blue trousers, blue vests, black handkerchief and shoes. The regulations also provided another first for enlisted Sailors, a distinctive mark for petty officers.

In 1862, masters-at-arms, yeomen, stewards and paymaster stewards, who were considered important and valuable leading petty officers, were authorized to wear a double-breasted coat, like the one worn by officers. This was the first step toward the identification of future chief petty officers.



As the Navy expanded, specialized leading petty officers became more important. They became more identified with management. Revised uniform regulations in 1874 modified the dress of principal petty officers, by making their uniforms even more similar to those of commissioned officers.

By the late 19th century, modern warships demanded diversity and specialized skills for effective operation. Officers were no longer able to handle all the management tasks, so the rank of chief petty officer was established in 1894. The new rank recognized principal petty officers who had attained a higher level of knowledge, responsibility and skill. Length of service was considered a source of pride among Sailors and service stripes were also introduced during that year.

As Sailors spent more and more time at sea, they needed a more suitable uniform for dirty work. The 1901 version of the Navy's uniform regulations authorized the first use of denim jumpers and trousers as a working uniform.

The mobilization of 1917 for America's entry into World War I brought about a new requirement for enlisted uniforms — for women. While the men's uniforms were distinctly nautical and evolved in relation to maritime needs, enlisted clothing for women closely followed civilian trends.

The first enlisted women's uniform was a single-breasted coat, blue in winter and white in summer, long gull-bottomed skirts and a straight-brimmed Sailor hat. Some pictures of the period show Navy women wearing the neckerchief to give some identity with their male counterparts. After the war, all women except nurses were released from active duty. It was not until World War II, when the Navy established its women's corps (Women Accepted for Volunteer Emer-

gency Service), that a new women's uniform was designed.

The sudden entry of the United States into World War II had no impact on Navy dress uniform styles. For the majority, the bell-bottom trousers and jumpers remained unchanged.

In 1973 the most sweeping change in the history of enlisted dress occurred. In a survey conducted in 1970, Sailors said they wanted a different, more distinguished dress uniform. Their traditional uniforms were replaced with a suit and tie which corresponded to the officer/CPO-style uniform.

But the break with tradition was short-lived. In 1980, the Navy re-issued the jumper-style uniform to recruits. The service also made a sweeping change to women's uniforms, making them more practical and similar to the men's uniform.

Another major change took place in women's uniforms in October 1991. Since enlisted women had no service dress white uniform, the Navy began issuing white jumpers as part of their sea bag in boot camp. However, the only women authorized to wear the dress blue jumpers are those assigned to the U.S. Navy Ceremonial Guard in Washington, D.C.

Although today's Navy is immersed in space-age technology and is light years ahead of our ancestors of two centuries ago, portions of our uniform such as the



YN2 Elsie M. Long served on active duty from Oct. 7, 1918, to June 6, 1919. During that era, the women's uniform more closely resembled civilian attire.

jumper and neckerchief have survived the test of time and tradition. Today's Sailor is viewed as a consummate professional whose uniform reflects

the proud tradition of the most powerful fleet on earth — the U.S. Navy. ‡

This article was compiled by JO1(SW) Jim Conner, a staff writer assigned to All Hands. GMCM(SW) Phillip R. Montgomery, head of staff, Navy Uniform Board, contributed to this article.

They'll be some changes made

Uniform changes are not made randomly. The Navy has strict guidelines that govern how changes are made. Recommended changes to the uniform must first be sent up the chain of command and through official channels before they reach the Navy Uniform Board.

The board is composed of seven people; the Deputy Chief of Naval Personnel; Commander, Naval Supply Systems Command; Special Assistant for Women's Policy (PERS-OOW); Master Chief Petty Officer of the Navy; Atlantic Fleet Master Chief; Pacific Fleet Master Chief; and a senior enlisted woman with extensive sea duty experience to alternate between Atlantic and Pacific Fleet.

According to Master Chief Gunner's Mate (SW) Phillip R. Montgomery, head of staff, Navy Uniform Board, the mission of the board is to consider any matter related to Navy uniforms where a perceived problem exists or where a possible improvement can be made.

"Sailors should think the entire process out before they submit a suggestion up the chain of command," said Montgomery. "For instance, would the change be cost effective, and would it be in keeping with the Navy's best interest? To get a favorable look by the board, the suggestion should get favorable endorsements throughout the chain of command."

The board carefully reviews the requests for uniform changes, then forwards their recommendations to the Chief of Naval Operations, who makes the final decision.

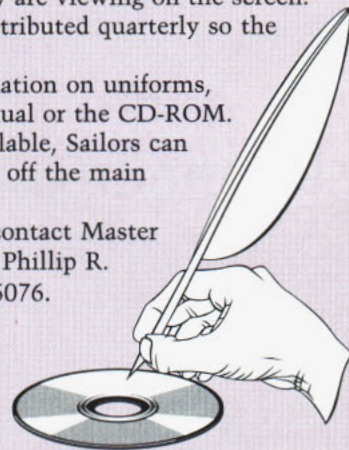
Fleetwide access to uniform regs

The latest version of the Navy's Uniform Regulations, NAVPERS 156651, is being distributed to the fleet. The manual is broken down into three categories — officer, E-6 and below and chiefs uniforms. The uniform regs have a new format that makes it easier to see the uniform differences between genders. There are now photos of men and women in the same uniform on facing pages.

The Uniform Regulations Manual is also being distributed throughout the fleet on CD-ROM. Sailors can access the regs at the push of a button. The reformatted regs make scrolling the manual much easier. A "Hyper-text Link" quickly guides Sailors to topics or instructions related to the material they are viewing on the screen. Updated CD-ROMs are distributed quarterly so the old ones can be discarded.

Anyone wanting information on uniforms, should first check the manual or the CD-ROM. If those options aren't available, Sailors can upload "Uniform Matters" off the main menu of BUPERS Access.

For more information, contact Master Chief Gunner's Mate (SW) Phillip R. Montgomery at (703) 614-5076.



HARD TARGET

Avoid becoming a crime victim

Story and photos by
JO1(AW) Michael R. Hart



Let's face it. Crime and criminals are a part of life. Open any newspaper from coast to coast and you'll read about crimes of hate, passion, greed, jealousy ... the list goes on and on. Unfortunately, Sailors are not isolated from becoming victims of crime.

It doesn't matter if you live under the bright lights of the big city or in rural mid-America. It's safe to say that you, a friend or a family member will become a victim of crime.

Consider these scenarios:

Scene #1: A Sailor is approached outside a convenience store by a stranger who says, "Hey, my car just broke down, could you give me a ride to my chief's house?"

Was this so-called stranded motorist really a fellow Sailor or just some petty thief? The Sailor who provided his services answered that question

after he was robbed at gun point of his cash, watch, necklace and credit cards.

Scene #2: In a mad rush to get home after work, you forget to stop by the base post office to mail a bill you've carried around for days. "No problem," you tell yourself. "I'll drop it off in town."

To save time, you leave your car double-parked with the keys in it. It shouldn't take more than a few seconds to drop off a bill that's already stamped, right?

Ten minutes later, you realize the big mistake as you're calling the police to report your vehicle stolen.

Believe it or not, these scenarios are not uncommon. Reducing your chances of becoming a crime victim is not very complicated, according to C. Barry Marushi, a special agent with the Naval Criminal Investiga-



◀ An easy way to deter criminal activity is simply locking up your possessions.



▲ Use ATMs during daylight hours and indoors whenever possible.

◀ Be aware of your surroundings. Scan the area around your vehicle before getting in or out.

tive Service (NCIS) in Norfolk.

Marushi, an eight-year NCIS agent currently assigned to USS *George Washington* (CVN 73), investigates cases involving Sailors aboard the aircraft carrier and within the battle group. "I handle all cases of theft, credit card and check fraud, assaults, bad check cases, rape. Everything that a team of agents might handle on shore, I handle at sea."

Here are some suggestions Marushi has to make you a hard target for criminals.

Physical/sexual assault: "Be aware of your surroundings and use good judgment. Try to get out of uncomfortable situations and use the 'buddy system.' Travel in groups of three or more — not just two."

Personal theft: "Don't leave items unsecured in lockers or keep valuables in your car. Do not flash cash

or other possessions in public. List the serial numbers of your property or video tape your items."

Home theft: "Keep your lights on whenever possible. Don't divulge information on your comings and goings (i.e., 'I won't be here next week, we're going out on local ops' or 'I'm going TAD for two months.') Don't hide extra house keys outside your house; leave them with neighbors."

Carjacking: "Again, be aware of your surroundings. Does it look safe? Is it well-lit? Is there more than one exit? When stopped in traffic, leave enough room between you and the car in front of you in case you have to pull off suddenly. You should be able to see the bottom of the back tires of the car.

"Don't leave your keys in the car. That two minutes you take to go back in the store is enough time for

your car to be gone. Lock your doors while you're in the car and when you get out. Don't leave your wallet or other valuables on the seat or dashboard or anywhere in sight; put them in the glove compartment or trunk."

Phone scams/cons: Computer scams are becoming more popular with the great surge in computer technology and computers being in more homes. "There have been cases where people call requesting credit card numbers for 'verification.' Do not give out your credit card number under any circumstances."

An important thing to remember, according to Marushi, is to have a plan for the situation. "What would you do if someone broke into your house while you were there? What would you do if you were carjacked? How about if you were caught on a dark street alone?" asked Marushi.

The bottom line is use common sense, be aware and be alert. ‡

Hart is a staff writer assigned to All Hands.

SOMEONE'S WATCHING

NCIS: The eyes and ears of the Navy

Story and photos by
JO1(AW) Michael R. Hart

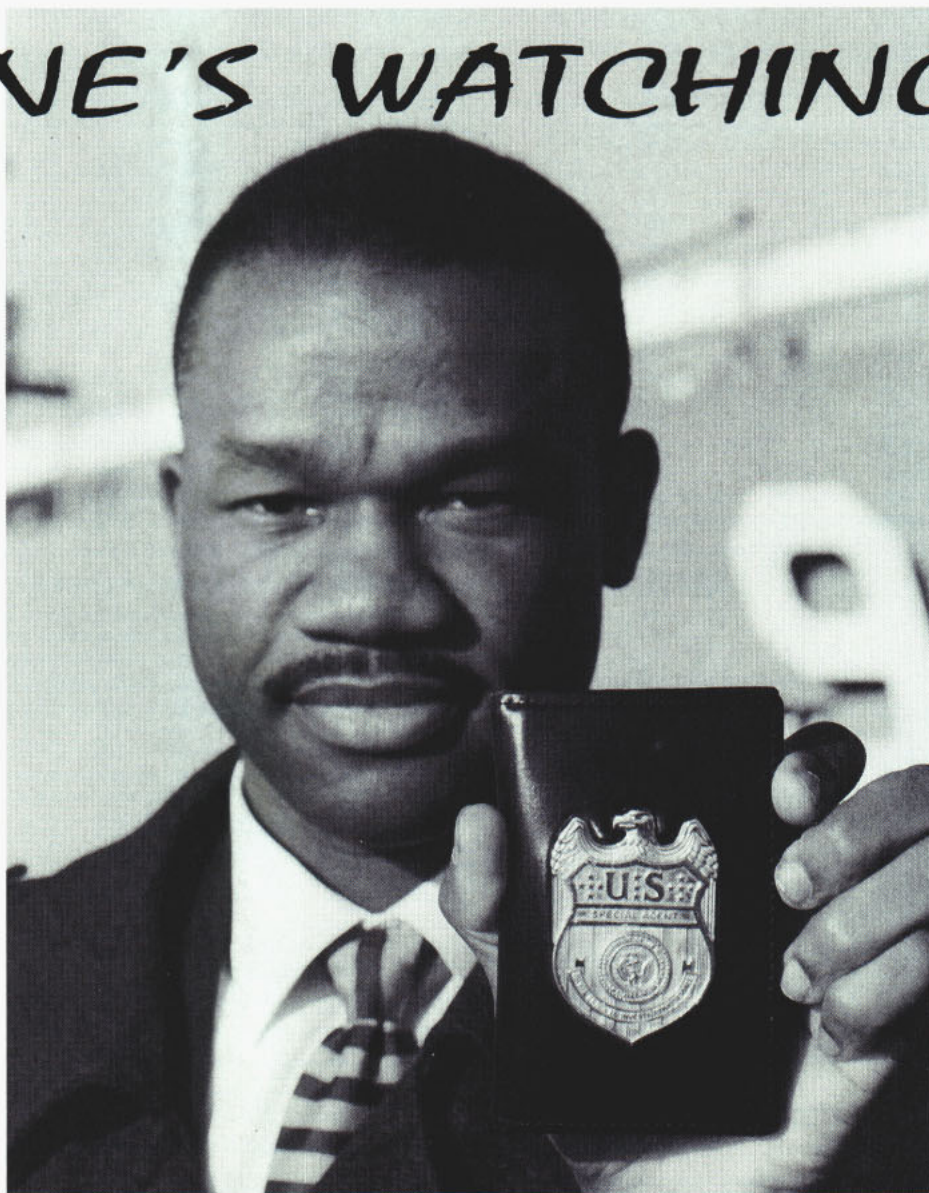


Photo by Gary Comerford

Who knows what the day will bring for a team of Naval Criminal Investigative Service (NCIS) agents? It may be interviewing witnesses, victims and alleged perpetrators; giving security briefings to Sailors aboard ships and ashore; gathering crime-scene evidence; working procurement fraud cases; checking leads on counterintelligence cases; exchanging information with local police; making undercover drug buys and arrests; or installing hidden surveillance cameras to record suspected thieves in action.

Either way, it's just another day at the office.

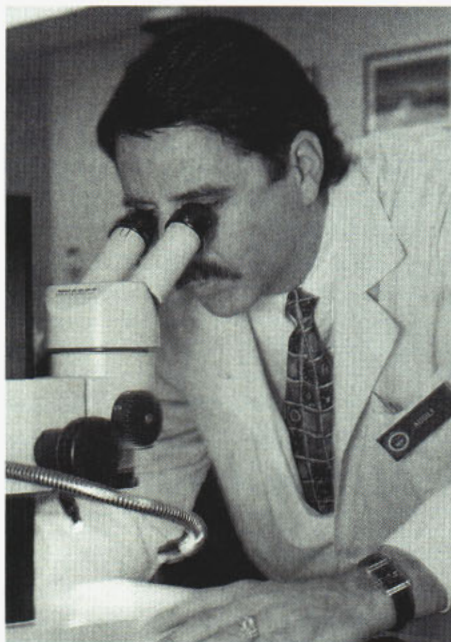
With more than 160 offices

▲ NCIS Special Agent Mark Russ. Agents are assigned to commands ashore and at sea.

worldwide and aboard ships, including 16 field offices, NCIS is the Department of the Navy's law enforcement and counterintelligence agency.

There are approximately 1,000 special agents in NCIS. Agents train at the Federal Law Enforcement Training Center in Glynco, Ga., where they complete 15 1/2 weeks of instruction beginning with the basic criminal investigator's course. During their first two years on the job, agents are exposed to a wide range of investigative fields.

OUT FOR YOU

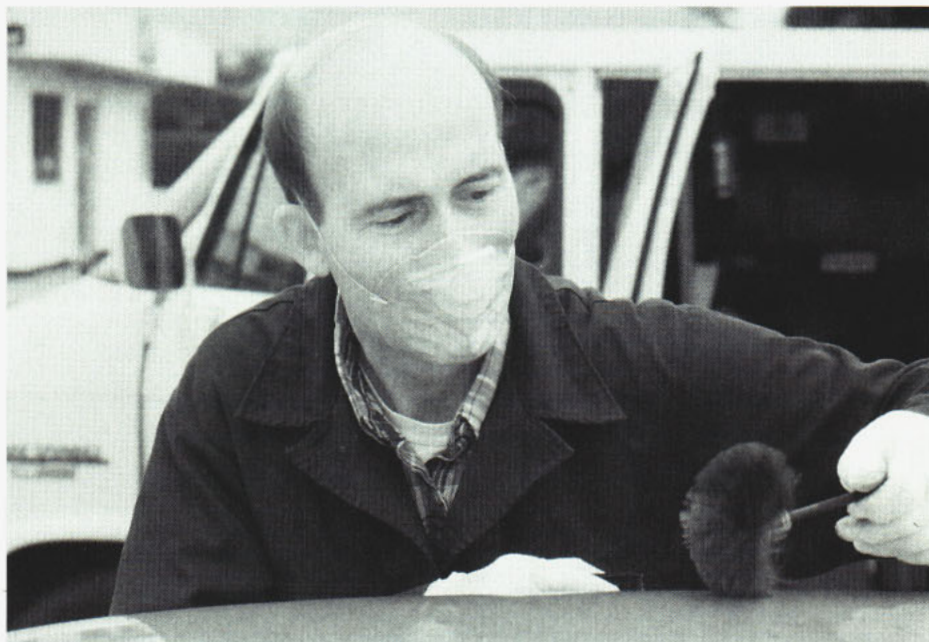


▲ Pete Ausili, an NCIS forensic chemist, analyzes a controlled substance to determine its legality.

After initial training, agents specialize in one of four major career fields: general criminal investigations, foreign counterintelligence investigations, naval security or technical services, which includes technical surveillance countermeasure specialists and polygraph examiners.

"The mission of NCIS is varied," said Frank Melia, special agent-in-charge of the San Diego Field Office. "Every investigation has a victim, whether it's the U.S. government or a Sailor. We are here to assist that victim in any way we can by identifying and arresting a suspect," said Melia, whose 29 years of law enforcement have all been with NCIS.

"We ferret out individuals who try to detract from the Sailors' quality of life," said Special Agent Joseph E. Razzano. Sharply dressed in charcoal gray suit and spit-shined loafers, Razzano looks more like an investment banker than a



▲ NCIS Special Agent Fred V. Ewell, a crime scene specialist at the Norfolk Field Office, dusts for prints on an automobile roof at a simulated crime scene. "I collect the evidence and present it in an objective manner."

federal law enforcement agent. An assistant special-agent-in-charge of fraud cases in the NCIS Norfolk Field Office, he and 12 other agents investigate white-collar crimes such as defective pricing, product substitution, defective equipment and environmental crimes.

Ever wonder what would happen if those hatches you open every day didn't work properly because of a manufacturer's defect or the weapons systems you operate weren't up to specs? What if the fire-retardant material you rely on wasn't so fire retardant?

"We detect goods that aren't up to standards," said Razzano, whose office had more than \$2 million worth of recoveries last year. "This has a huge effect on operational readiness and on the lives of our Sailors. We ensure the systems are top-notch so the Sailors can go out and complete their mission."

"I'm making a difference by creating a deterrent to contract

fraud," said Special Agent Steven V. Kolodji, a six-year NCIS veteran who works in the San Diego Field Office. "I'm helping the Sailors by ensuring their airplanes, helos and other systems are in 100 percent working order when they're built. I don't want a flap, or something cracking ... We're keeping the lives of Sailors safe by pursuing these fraud cases."

Mike and Bob are special agents who work undercover in Norfolk and surrounding cities. Cruising the area identifying possible drug dealers, they're dressed in semi-ratty jeans and T-shirts. Sneakers work much better than wing tips for the work these agents do. Mike, the younger of the two, looks about two weeks overdue for a shave. These agents have that "Hill Street Blues" undercover look.

Their work consists of gathering intelligence on drug dealers — who they are, where they ply their trade and when. They gather intelligence



and make drug buys. They make arrests too, but this isn't Hollywood. Cases aren't neatly wrapped up in an hour or two.

"We do a lot of surveillance, making buys, coordinating with the local authorities," said Mike. "We're attacking that street-level availability." According to the agents, dealers sometimes work right outside the gates of some bases and even live in some of the same civilian neighborhoods as Sailors.

"It's a never-ending cycle," said Bob. "We can't get it all, but we're hitting it one chip at a time."

That's the only way to fight crime — one piece at a time — according to many agents, and one agent can't do it alone. Everyone has a role to play in putting a case

together: the investigating agents, crime scene specialists, evidence analysts and forensic experts are just a few of the players.

"I'm part of the team," said Special Agent Fred Ewell, of the Norfolk Field Office. Ewell processes crime scenes on a full-time basis, which he said can take hours or sometimes days. "I enjoy going to a crime scene and trying to find a piece of evidence that links the suspect to the scene. Evidence can support or refute testimony of suspects, victims and witnesses," said Ewell.

There is no limit to what kind of evidence Ewell can find at a crime scene. He's collected hair, thread, blood, cigarette butts, and of course, fingerprints and footprints.

"I take the physical evidence and

ANOTHER WEAPON IN THE

Story by
JO1(AW) Michael R. Hart

Half the battle of not becoming a crime victim is common sense — avoiding dangerous situations.

The Naval Criminal Investigative Service Mobile Training Team (NCIS MTT) provides security and crime prevention training to Sailors worldwide.

"We give seminars on physical security, anti-terrorism, violent crime prevention, rape prevention ...," said David L. Harris, program manager of NCIS MTT Atlantic, Little

Creek, Va. Harris and a team of training specialists are responsible for training Sailors from as far west as the Mississippi River and all the way over to Europe.

"Much of our message is common sense," said Harris, after giving a crime awareness briefing to Sailors from Commander, Naval Air Forces Atlantic, Norfolk. "If each Sailor can take one security measure away, then we've made progress."

Although this was not the first criminal awareness briefing for many AIRLANT Sailors, it

present it in an objective manner," Ewell said. "I have to be [objective]. What I do can prove or disprove the facts of the case."

Even though NCIS works an average of 30,000 cases a year, each case is unique. However, they do have one common thread. Agents agree that helping Sailors and their families put the experience of being a victim behind them is a great reward.

"When you see a victim have a sense of resolution — to have a perpetrator prosecuted — it gives everybody a sense of closure," said Special Agent Diane M. Nelson, of the San Diego Field Office. "It makes you feel good to know you've made a difference."

Rest assured, while you sleep, eat, deploy, stand watch, enjoy



U.S. Navy photo

liberty in exotic ports, spend time with family and friends, and in general, spend your days defending and protecting our country, NCIS agents are watching out for you. ‡

Susan Kazmer, an NCIS Special Agent aboard USS *Carl Vinson* (CVN 70) investigates cases with the help of ship's security personnel.

Hart is a staff writer assigned to All Hands.

FIGHT AGAINST CRIME

still proved beneficial. "The briefing was pretty informative," said Quartermaster 1st Class Lloyd Howell of Jackson, Miss. "One thing I will start doing differently is using the buddy system. I used to go out by myself a lot, but I'm starting to change that habit."

Habits — whether they're done consciously or subconsciously — are what Harris and his team of training specialists want to make Sailors think about. "Do you make eye contact with a passerby?" asked

Harris. According to the training specialist, this is a sign of strength and lets the other person know you are aware of his or her presence. "Do you go to the ATM at 3 a.m.? Not a wise decision."

"The training is valuable because it covers a lot of points," said Yeoman 2nd Class William M. Edwards of Birmingham, Ala. "It's sad, but it makes you realize that some people are no good," said Radioman 2nd Class Sandra Boyd after hearing Harris' briefing. "You've got to

be more aware [of your surroundings]. It's funny, I've never practiced making eye contact with people on the street," said the Boston native. "But I will now."

The best advice according to Harris is, "Heighten your sense of awareness." ‡

Hart is a staff writer assigned to All Hands.

\$ The tax man cometh

'Tis the season to pay taxes

Remember the old saying, "Nothing is certain in life except death and taxes?" Well, it's tax time again, and for some it's a time for nightmares of filing 1995 income tax forms. Let's look at some of the special rules and circumstances you, as an active-duty member of the military, need to know to file your return.

The Internal Revenue Service (IRS) offers the following tips and helpful hints to active-duty military personnel. This information does not cover retirees' or veterans' benefits or give the basic tax rules that apply to all taxpayers. It also does not reflect all the policies and information that may apply.

First, you have until Dec. 15, 1996, to file your return if you are serving in Operation *Joint Endeavor* and depart on or after March 1, 1996. Otherwise, the deadline for filing returns is April 15, 1996, for most people. You may apply to the IRS for an extension of your filing deadline.

If you live overseas, you might have problems filing your 1995 federal tax return, so the IRS usually gives a two-month filing extension. Military members living overseas automatically get this extension.

If you take the extension and owe any taxes, IRS officials said, you should pay them by the April 15 deadline. If not, penalties and interest begin to accrue on the amount owed.

According to IRS officials, a second two-month extension, ending Aug. 15, may be granted on a case-by-case basis. This extension must be requested by June 17 using IRS Form 2688, "Application for

Additional Extension of time to File U.S. Individual Income Tax Return."

Many family service centers, legal services or installations offer tax preparation workshops and tax filing assistance. Check with your local Navy Legal Service Office (NLSO) for information.

Navy personnel get their W-2 forms, which report earned income, in January. If you filed taxes last year, you have probably received your tax package (instructions and forms based on last year's filing) in the mail. If you moved, the package will ultimately get to your mail box but it could arrive after the filing deadline. To get forms and instructions contact the IRS, check with legal services or call your local post office. If you just need additional or new forms, call your base or local community's public library. Libraries usually have a book of tax forms that can be copied.

Gross Income

Members of the U.S. Armed Forces receive many different types of pay and allowances. Some are included in gross income while others are excluded. Items that are included are taxable and must be reported on your tax return. They are included on your W-2 form which must accompany your income tax return. Excluded items are not subject to tax and are not counted in income reported on your W-2, but may have to be reported on your tax return.

For information on the exclusion of pay for service in a combat zone and other tax benefits for combat zone participants, see the section, "Combat Zone Exclusion and Extension of Deadline," in Publication 3, *Tax Information for Military Personnel*.

Form 1040A Department of the Treasury—Internal Revenue Service U.S. Individual Income Tax Return (P) 1995 IRS Use Only—Do not write or print on this area.

Label (See page 19.) Your first name and initial Last name Your social security number

Use the IRS label. Otherwise, please print or type.

Form 1040 Department of the Treasury—Internal Revenue Service U.S. Individual Income Tax Return (P) 1995 IRS Use Only—Do not write or print on this area.

Label (See instructions on page 11.) Your first name and initial Last name If a joint return, spouse's first name and initial Last name Home address (number and street). If you have a P.O. box, see page 11. Apt. no. City, town or post office, state, and ZIP code. If you have a foreign address, see page 11.

Check the box for your filing status (See page 20.) Check only one box. Figure your exemptions

Presidential Election Campaign (See page 11.) Do you want \$3 to go to this fund? If a joint return, does your spouse want \$3 to go to this fund?

Filing Status (See page 11.) Check only 1 Single 2 Married filing joint return (even if only one had income) 3 Married filing separate return. Enter spouse's social security no. above and full name of household (with qualifying person). (See page 12.) If the qualifying person is a child, enter the child's name and age. 4 Head of household (with qualifying person). (See page 12.) If the qualifying person is a child, enter the child's name and age.

Important Changes for 1995

Beginning with 1995 tax returns, the following Earned Income Credit (EIC) changes are in effect:

The EIC amount has increased for all three categories. The amount you can earn has increased to \$9,230 with no qualifying children, \$24,396 with one qualifying child, and \$26,673 with two or more qualifying children.

Military personnel stationed outside the United States on extended active duty are considered to live in the United States for purposes of the EIC.

Taxpayers claiming EIC on their 1995 tax returns must provide a Social Security number for each qualifying child born before Nov. 1, 1995. Qualifying children born between Nov. 1 and

Dec. 31, 1995, must have Social Security numbers for tax year 1996.

Untaxed earned income, such as BAQ, BAS, combat pay and certain in-kind equivalents, will be shown on the W-2s of military personnel in Box 13.

Nonresident aliens must be married to a citizen or resident of the United States and agree to be treated as a U.S. resident for tax purposes to be eligible for EIC.

For more information on the EIC, see Publication 596, *Earned Income Credit*.

Note: Beginning in 1996, taxpayers who have more than \$2,350 in investment income will not qualify for the EIC.

Where to go for help

To order publications and forms, call 1-800-TAX-FORM (1-800-829-3676). You can also write to the Internal Revenue Service (IRS) Forms Distribution Center nearest you. Check your income tax package for the address.

You can also get many forms and publications electronically if you have access to a personal computer and a modem. See *How to Get Forms and Publications* in your tax package for details.

The IRS offers free tax help throughout the year. Publication 910, *Guide to Free Tax Services*, describes many of the free tax services you can receive.

How to Get IRS Forms and Publications

You can visit your local IRS office or order tax forms and publications from the IRS Forms Distribution Center listed for your state at the address on this page. Or, if you prefer, you can photocopy tax forms from reproducible copies kept at participating public libraries. In addition, many of these libraries have reference sets of IRS publications that you can read or copy.

Where To Mail Your Order Blank for Free Forms and Publications

If you live in:	Mail To:	Other Locations:
Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming, Guam, Northern Marianas, American Samoa	Western Area Distribution Center Rancho Cordova, CA 95743-0001	Foreign Addresses –Taxpayers with mailing addresses in foreign countries should mail this order blank to either: Eastern Area Distribution Center, P.O. Box 25866, Richmond, VA 23286-8107; or Western Area Distribution Center, Rancho Cordova, CA 95743-0001, whichever is closer. Mail letter requests for other forms and publications to: Eastern Area Distribution Center, P.O. Box 28566, Richmond, VA 23286-8107.
Alabama, Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Wisconsin	Central Area Distribution Center P.O. Box 8903 Bloomington, IL 61702-8903	
Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia	Eastern Area Distribution Center P.O. Box 85074 Richmond, VA 23261-5074	
		Puerto Rico – Eastern Area Distribution Center, P.O. Box 25866, Richmond, VA 23286-8107
		Virgin Islands – V.I. Bureau of Internal Revenue, Lockhart Gardens, No. 1-A Charlotte Amalie, St. Thomas, VI 00802

Speedy filing option for April 15 deadline

The countdown is on. Many Sailors still have to file a 1995 Income Tax Return and time is running out. For those Sailors who just don't have time to fill out the 1040 long form, there's another option available. The electronic tax filing (ELF) system allows Sailors to file their taxes electronically.

According to the office of the Navy Judge Advocate General, you should look into the ELF program if time isn't on your side. ELF also reduces the number of tax-related problems encountered by Sailors. And best of all, there's no preparation or transmission cost to Sailors at military ELF.

Faster refund for taxpayers – A paper return has to be mailed to the IRS. For Sailors attached to deployed ships or remote overseas stations, it may be two weeks or more before the IRS receives the return. Add another 40 more days for processing and additional time to deposit the check into an account. All things considered, it will

probably take 45 days or more before an OCONUS-based Sailor even receives the refund check.

ELF refunds – All military ELF returns are transmitted electronically via modem to a stateside transmitter and then retransmitted to IRS. ELF returns are generally accepted by IRS within 24 hours of the time you send them to the stateside transmitter. The IRS processes ELF returns using a weekly cycle. For ELF returns received by IRS by the Wednesday noon cutoff, the IRS will generally make a direct deposit of the refund by Friday of the week following the Wednesday cutoff. So, a taxpayer whose return is received by IRS at 8 a.m. on a Wednesday, will generally have access to the refund nine to 16 days later.

Direct deposit of ELF refunds – Direct deposit takes the hassle out of dealing with the refund check and is particularly advantageous for deployed Sailors.

Accuracy – Accuracy rate is more than 99.9 percent. The average paper return is handled by more than a dozen IRS workers. Someone at IRS has to take the information off the paper return and key it into the IRS's computer. You can imagine that workers who spend 40 hours a week at such a task might make an occasional mistake or two. Those mistakes can result in a computer-generated letter to the taxpayer who has to spend a lot of time and effort trying to correct the matter. Sailors who use ELF may not have as many tax-related problems.

At-sea ELF – USS *Theodore Roosevelt* (CVN 71) and USS *America* (CV 66) are transmitting returns at sea using INMARSAT. With ELF on a ship, a Sailor can electronically file during extended at-sea operations and still have his or her refund electronically deposited in a bank account in as little as nine to 16 days later, even if the ship doesn't have mail service.



Where are the ELF Sites?

NLSC Sites

NLSO Northwest, Bangor, Wash.
 NLSO Great Lakes, Chicago
 NLSO Southeast, Jacksonville, Fla.
 NLSO EURSWA, Naples, Italy
 NLSO MIDLANT, Norfolk
 NLSO MIDPAC, Hawaii
 NLSO Central, Pensacola, Fla.
 NLSO Southwest, San Diego
 NLSO West, San Francisco
 NLSO NATCAP, Washington, D.C.
 NLSO Northwest Pacific, Yokosuka, Japan
 NLSO Det., Guantanamo, Cuba
 NLSO Det., Kings Bay, Ga.
 NLSO Det., Memphis, Tenn.
 NLSO Det., Rota, Spain
 NLSO Det., Sigonella, Italy
 NLSO Branch Office, Bahrain
 NLSO Branch Office, London

Afloat Legal Office Sites

USS *Independence* (CV 62)

USS *Kitty Hawk* (CV 63)
 USS *Constellation* (CV 64)
 USS *Enterprise* (CVN 65)
 USS *America* (CV 66)
 USS *John F. Kennedy* (CV 67)
 USS *Nimitz* (CVN 68)
 USS *Carl Vinson* (CVN 70)
 USS *Theodore Roosevelt* (CVN 71)
 USS *Abraham Lincoln* (CVN 72)
 USS *George Washington* (CVN 74)
 USS *Holland* (AS 32)
 USS *Simon Lake* (AS 33)
 USS *L. Y. Spear* (AS 36)
 USS *Emory S. Land* (AS 39)
 USS *Frank Cable* (AS 40)
 USS *McKee* (AS 41)

Staff Judge Advocate Sites

NAS Fallon, Nev.
 NAS Barbers Point, Hawaii
 NAWS China Lake, Calif.
 NAS Dallas, Texas
 COMSUBPAC, Pearl Harbor
 NAVCOMTELCOM HQ, Washington, D.C.

NAS Kingsville, Texas
 Fleet Air Keflavik, Iceland

Family Service Center/Other Sites

NCBC Port Hueneme, Calif.
 NAS South Weymouth, Mass.
 NAS Meridian, Miss.
 NAF Adak, Alaska
 NCBC Gulfport, Miss.
 NAVSTA Pascagoula, Miss.
 NWS Yorktown, Va.
 NSGA-NW, Chesapeake, Va.
 NSWCCD, Dahlgren, Va.
 NWS Earle, N.J.
 NAS Corpus Christi, Texas
 NTTC Corey Station, Fla.
 NAES Lakehurst, N.J.
 USNA, Annapolis, Md.
 NAVSTA Ingleside, Texas
 COMNAVETOCOM, Stennis Space Center, Miss.
 SUBASE New London, Groton, Conn.

What you can expect to pay at non-military ELF sites

These figures do not include the value of assistance provided when filing paper versions of federal and state returns.

Commercial Fees - domestic

1040 EZ - Without Refund

Anticipation Loan (RAL)
 - Tax preparation \$15
 - ELF \$25
 Total \$40

With RAL

- Tax preparation \$15
 - ELF \$25
 - RAL \$50
 Total \$90

1040A - Without RAL

- Tax preparation \$28.60

- ELF \$25.00
 Total \$53.60

With RAL

- Tax preparation \$28.60
 - ELF \$25.00
 - RAL \$50.00
 Total \$103.60

Commercial Fees - overseas

1040EZ - Without RAL

- Tax preparation \$15
 - ELF \$45
 Total \$60

With RAL

- Tax preparation \$15
 - ELF \$45
 - RAL \$50
 Total \$110

1040A - Without RAL

- Tax preparation \$28.60
 - ELF \$45.00
 Total \$73.60

With RAL

- Tax preparation \$28.60
 - ELF \$45.00
 - RAL \$50.00
 Total \$123.60

1040 - Without RAL

- Tax preparation \$67.90
 - ELF \$45.00
 Total \$112.90

With RAL

- Tax preparation \$67.90
 - ELF \$45.00
 - RAL \$50.00
 Total \$162.90

THEY BUILD, THEY FIGHT

SEABEES INSTRUMENTAL TO NAVY'S MISSION

Story by JO1 Ron Schafer

The year was 1941. With the attack on Pearl Harbor and our entrance into World War II, RADM Ben Moreel, chief of the Navy's yards and docks, laid the foundation for the Naval Construction Force. He organized construction battalions necessary for the long march to Tokyo and Berlin — the Seabees.

The earliest Seabees came from the ranks of civilian construction trades and were placed under the leadership of officers of the Navy's Civil Engineer Corps. More than 32,000 men served with the 'Bees in World War II, fighting and building in more than 400 places before the war's end.

In Korea, as in World War II, the Seabees performed admirably, landing with forces at Inchon, Korea, and providing pontoon causeways within hours of their landing.

During the years of peace following the Korean War, Seabees deployed to nearly every major naval base outside the United States. With the escalation of the Vietnam War looming, the Seabees again proved their readiness. From the Delta region to the demilitarized zone, they provided air strips, camps, hospitals, exchanges, roads, warehouses, storage tanks and towers.

In recent years, Seabees have made their presence known in other hostile environments including Lebanon, Saudi Arabia and in support of Operation *Desert*

Photo by PH2 Douglas F. Mooney



KIRKPATRICK

SW2 Richard Kirkpatrick, from Newton, Kan., of NMCB 133, checks the "dumpy level" on a construction site.

Shield/Desert Storm. Seabees have also been instrumental in humanitarian relief efforts including those in southern Florida, during the aftermath of Hurricane Andrew, and in Somalia in support of Operation *Restore Hope*.

For more than 50 years, Seabees have maintained a high degree of readiness, professionalism, profi-

ciency and have displayed their "can-do" spirit whenever their services have been needed, proudly living up to the Seabee motto: "We build, we fight!" †

Schafer is a Norfolk-based staff writer assigned to All Hands.

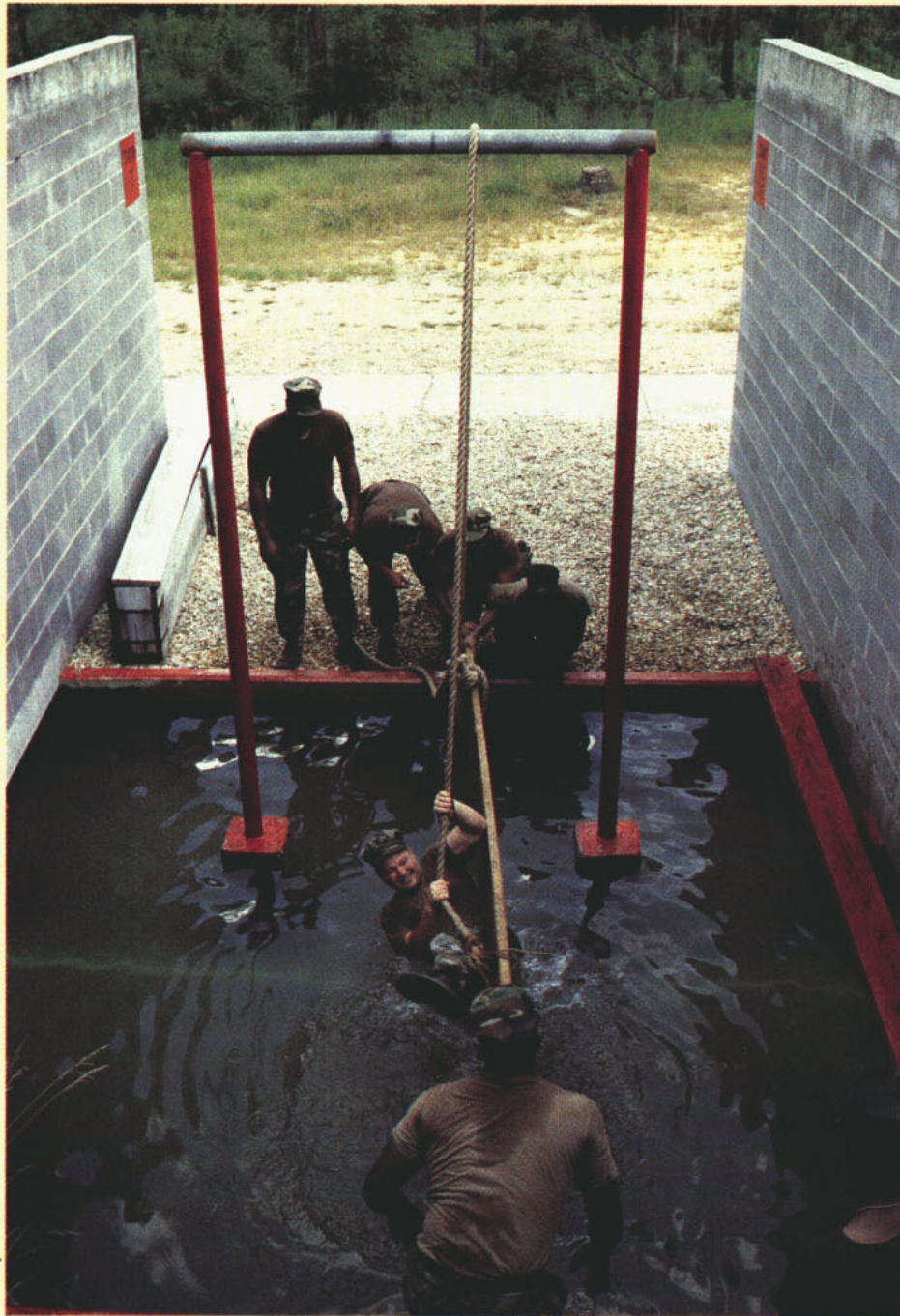


Photo by LT Brent S. Miller

▲ Seabees of NMCB 133 train on the Leaders React Course during a field exercise.

► CMCN Henry Hause, left, and CM3 Michael Brubaker, both of NMCB 40, hold a fighting position during a field exercise.



U.S. Navy photo



Photo by PH3 Rick Sergeant



Photo by JO1 Charles L. Bear



▲ Seabees and Cuban migrants pour a concrete pad for a building in the migrant camps at Naval Station Guantanamo Bay, Cuba.

◀ BU2 Alonso Cadena-Solorzano, from San Diego, saws a plank for a building during NMCB 3's field exercise at Fort Hunter Liggett, Calif.



◀ SW1 (SCW/DV) John A. Allen, from Boston, of Underwater Construction Team 2, uses a hydraulic drill to attach rock bolts to an underwater cable.

▼ ▼ Seabees of NMCB 133 receive training on the safe use of the MK-19 and 50 caliber machine gun during a field exercise.

▼ CECN Katressa L. Sanders, from Birmingham, Ala., helps load a truck as members of NMCB 5 move from Camp Phillips to Camp Bulkley on U.S. Naval Station Guantanamo Bay, Cuba.





▲ Seabee support personnel arrive at the Sava River



NAVY SEABEES LEND THE ARMY A HELPING HAND

Story by LT David Albritton

Photos by LCDR Bill Spann

Seabees from Naval Mobile Construction Battalion (NMCB) 133 built 13 tents for Army construction engineers whose camp was washed away by flood waters along the muddy banks of the Sava River in eastern Croatia.

More than 100 Army construction engineers building two bridges across the Sava River into Bosnia-Herzegovina were forced to relocate after a temporary dike gave way and flooded the entire area with two feet of cold, muddy water.

Almost all of the soldiers' gear, including sleeping bags, clothing and personal items, was swept away in the flood waters. No one suffered serious injuries, but several soldiers were treated for minor frostbite and exposure.

The Seabees built the new tents on higher ground with plywood floors, heaters and electric lighting. Replacement clothing and sleeping bags were flown in from Hungary.

"We wanted to help these soldiers get back into dry quarters as quickly as possible," said LCDR Doug Morton, NMCB 133 officer in charge. "We know they would do it for us in the same situation and this entire mission is a team effort. We're happy we could help."

Seabees were sent to Croatia to complete a similar mission on a much larger scale. Their mission included building four complete tent cities in Croatia and Bosnia-Herzegovina: a 2,500 person camp, one 1,800 and two 1,200 person camps all with floors, lights and power distribution, showers, galleys and laundry facilities. ‡

Albritton is assigned to the public affairs office, U.S. Naval Forces Europe.



▲ EO3 Mike Damauno, from Holtsville, N.Y., ties down heavy equipment to a flatbed that convoyed from Tasar, Hungary, to Croatia. Damauno is assigned to NMCB 133.

◀ Seabees from NMCB 133 prepare for a convoy from Tasar, Hungary, into Croatia on Dec. 24, 1995.

V-22 Osprey

The Navy is at the forefront of aviation research and development. An example is the V-22 *Osprey*. The *Osprey* is a tilt-rotor aircraft. It can take off, land and hover like a conventional helicopter, but its twin turboprops rotate, allowing the *Osprey* to fly long-range, high-speed missions like an airplane while carrying a large payload. The *Osprey* boasts many composite materials and digital technologies that make it a state-of-the-art aircraft.

Composite wing and fuselage construction

— Wings pivot and propellers fold for storage on board ships.

Large propeller airfoil designs

— Increases lift/thrust, extends range and decreases fuel consumption.

Fly-by-wire computerized flight controls

— Increases survivability, reduces weight and improves handling qualities.

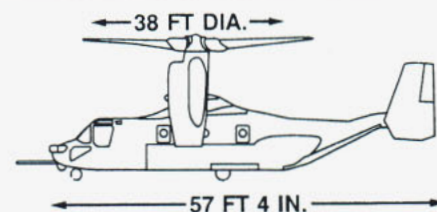
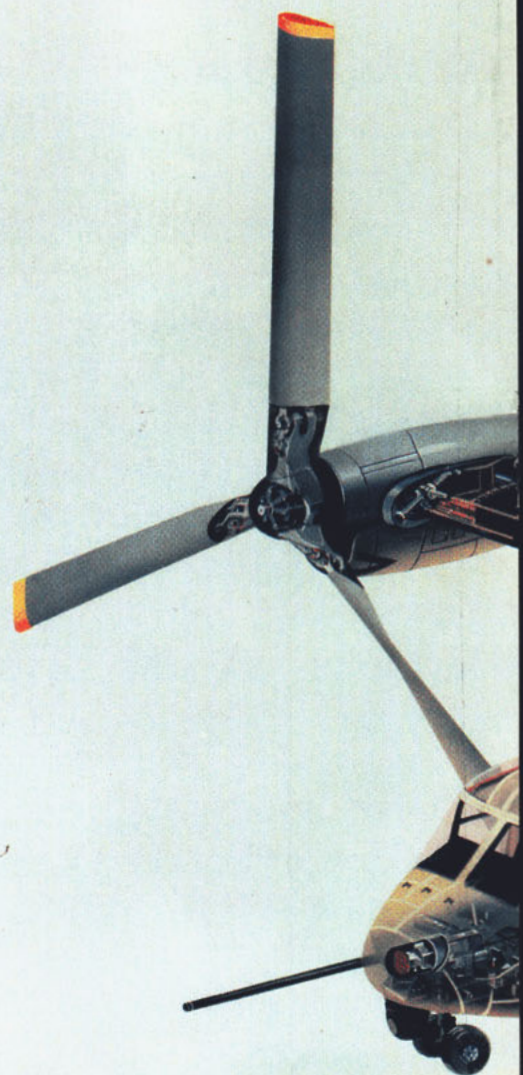
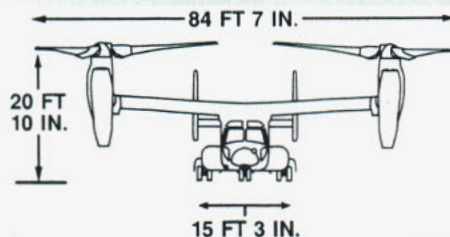
As happened during the development of the jet engine, many of the advanced technologies that went into the creation of the *Osprey* will benefit civil and commercial sectors for years to come. The American-made *Osprey* is a joint-service, multi-mission aircraft, capable of operating from the sea or from the shore without support. It is a cost-effective, flexible means of conducting amphibious assault, search-and-rescue, medical evacuation and transport missions anywhere in the world. ‡

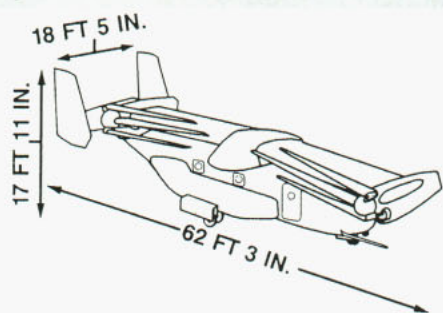
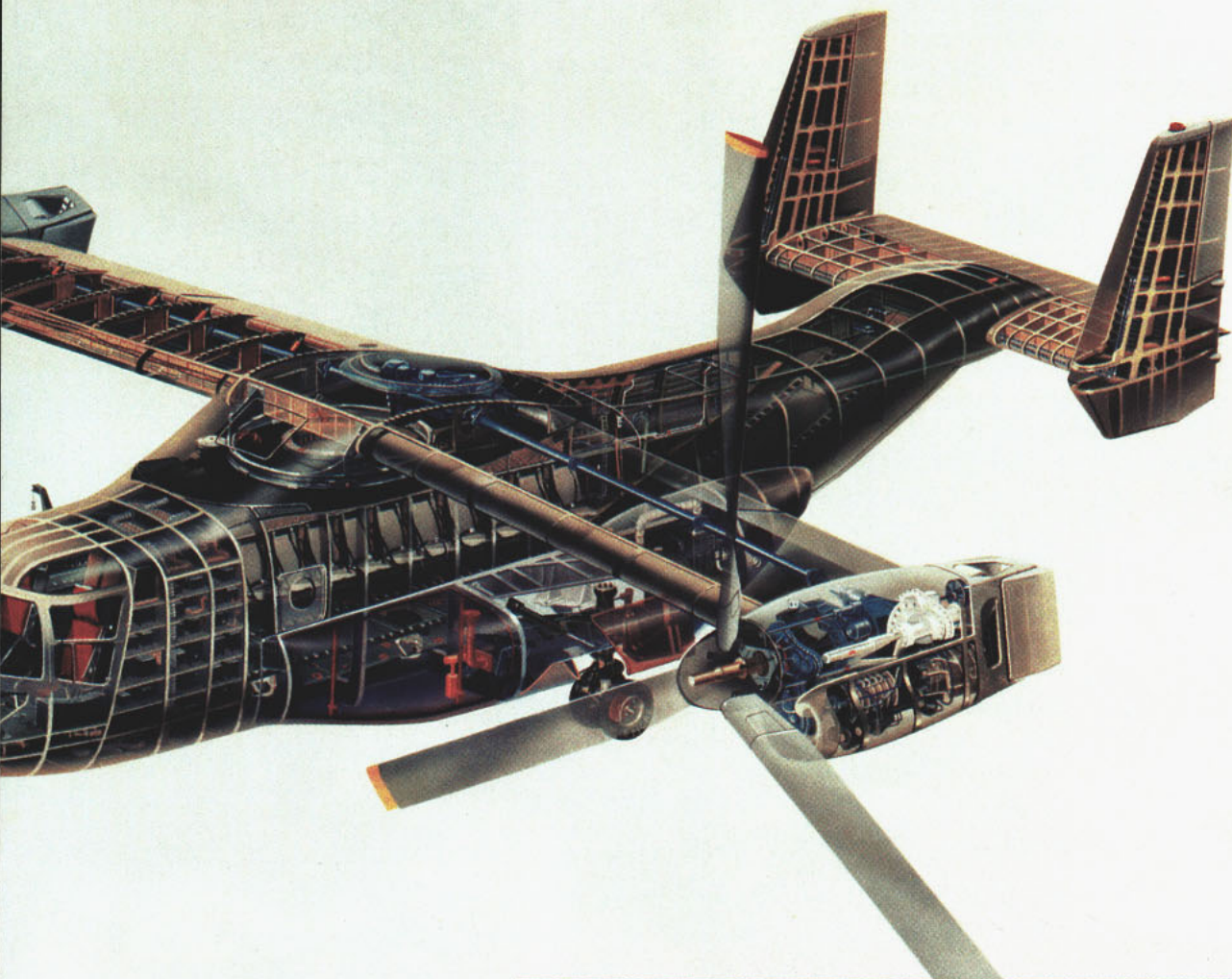
Advanced digital cockpit

— Increases night and all-weather mission capabilities.

Cargo/passenger area

— Can carry 20,000 pounds of payload, or be outfitted for passengers.





Fleet Week

Story by JO2 Cindy D. Alvarez, photos by PH1 (AW/NAC) Stephen Batiz

Fifteen years ago Sen. Dianne Feinstein (D-Calif.), then-Mayor of San Francisco, generated public support and enthusiasm for the U.S. Navy with Fleet Week San Francisco.

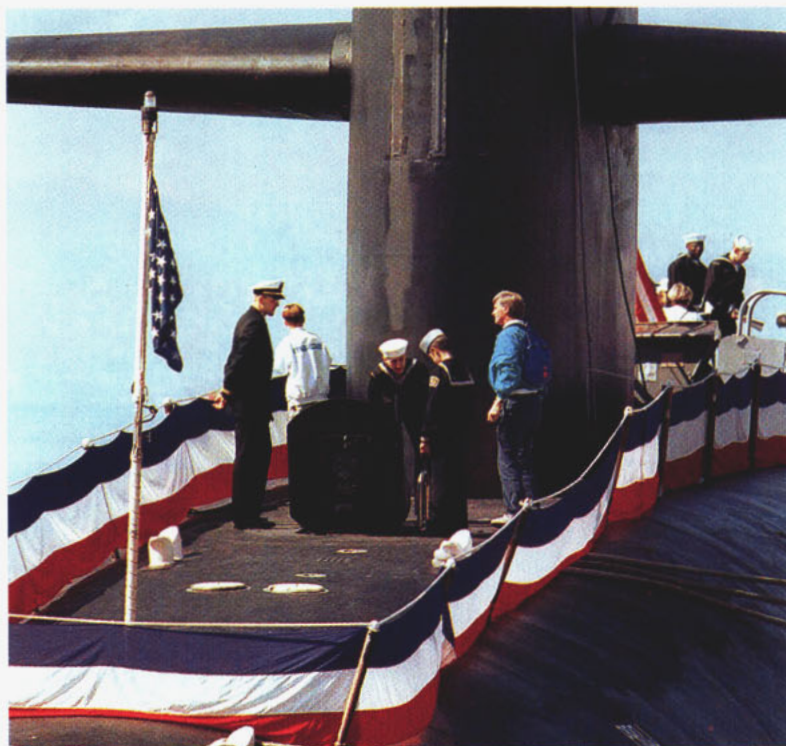
This year, approximately 500,000 citizens turned out for the Blue Angels and a civilian aerobatic Air Show. Crowds also hit the decks of USS *Henry M. Jackson* (SSBN 730).

"This was my first Fleet Week and I participated in the Parade of Ships," said LCDR Chip Hilarides, chief engineer aboard USS *Henry M. Jackson*. "We gave tours to more than 1,000 visitors and for a sub, that's a big deal," Hilarides added.

"Any time we go into port it's great fun," said Chief Machinist's Mate (SS) John M. Thomasberg, also assigned to USS *Henry M. Jackson*. "The best trip I made was during Fleet Week San Francisco 20 years ago, while I was assigned to USS *Wahoo* (SS 565), a single deck submarine that recycled breathing air," he said.

Other popular Fleet Week San Francisco activities included River Patrol Boat Rides, the Host-A-Sailor Booth, a World War II Commemoration Service aboard *Hornet* (CV 12), and sterling performances by the Marine Corps Silent Drill Platoon, Navy Band San Diego, and the U.S. Naval Academy Women's Glee Club. Winery tours in Sonoma and Napa Valley provided free lunches for Sailors and locals.

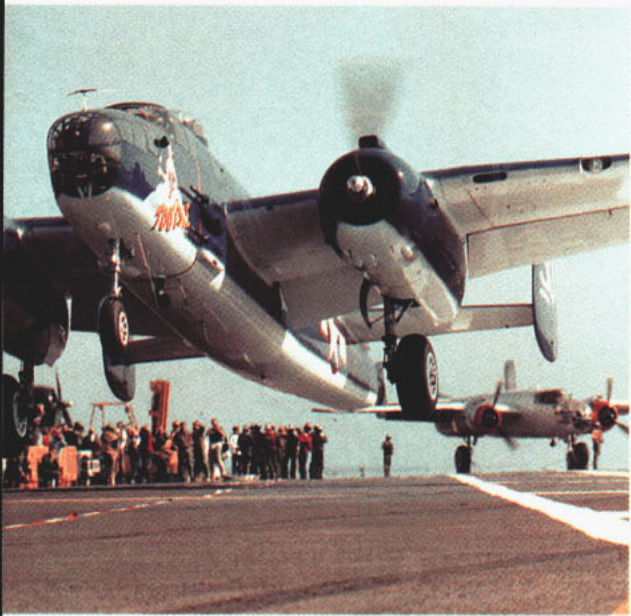
Even though the Sailors had to work hard to prepare their ships and submarines for Fleet Week, their perseverance had its own reward. †



▲ Crew members of USS *Henry M. Jackson* (SSBN 730) brief visitors during a tour of the submarine. The submarine was part of the parade of ships.



Photo by PH1 R.J. Ortiz



◀ "Tootsie", a B-25 Mitchell, leaves the flight deck of USS Carl Vinson (CVN 70) as part of a commemoration ceremony in a salute to World War II veterans.

▼ Crowds were dazzled by the spectacular aerobatics performed by the Blue Angels.



Fleet Week

▶ The Navy Honor Guard presents colors to begin Fleet Week San Francisco 1995.

● The Blue Angels blast off into the California sky during one of their performances during Fleet Week San Francisco.





◀ Military and civilian volunteers worked together to assemble historic artifacts for the NAS Alameda Navy Museum.

▼ ▼ Visitors photograph Blue Angels.

▼ A Navy corpsman volunteer provides refreshments during Youth Excellence Day activities.



Photo by PH1 R. J. Oriez



'Look Ahead'

USS John C. Stennis (CVN 74) charts a new course

Story by JO1 Ron Schafer

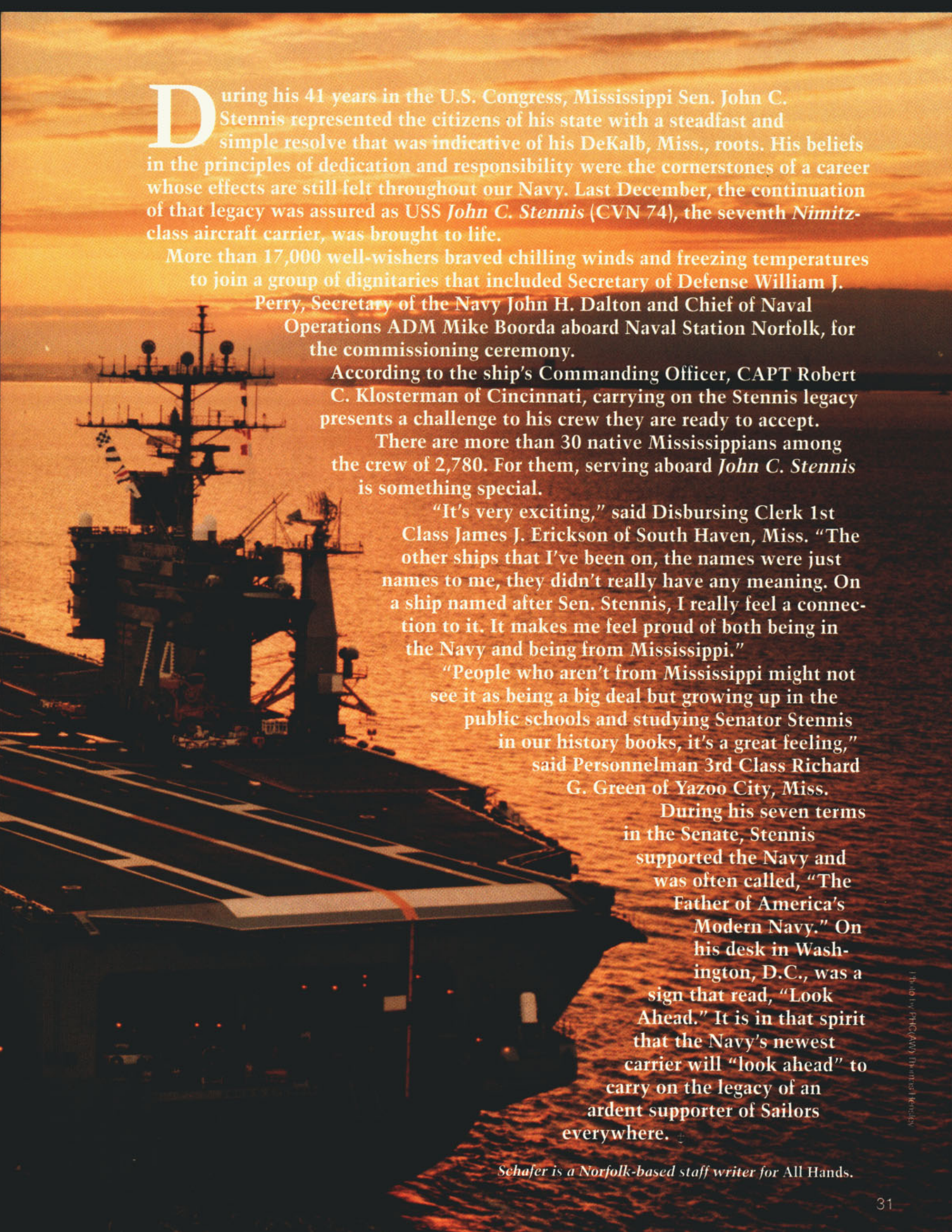
"From my vantage point ... I know that a strong and powerful Navy — a Navy second to none — is vital and essential to the nation's security."

- Senator John C. Stennis

February 1975



Crew members of USS John C. Stennis (CVN 74) board the ship as it's powered up during the commissioning ceremony on Dec. 9, 1995, in Norfolk.



During his 41 years in the U.S. Congress, Mississippi Sen. John C. Stennis represented the citizens of his state with a steadfast and simple resolve that was indicative of his DeKalb, Miss., roots. His beliefs in the principles of dedication and responsibility were the cornerstones of a career whose effects are still felt throughout our Navy. Last December, the continuation of that legacy was assured as USS *John C. Stennis* (CVN 74), the seventh *Nimitz*-class aircraft carrier, was brought to life.

More than 17,000 well-wishers braved chilling winds and freezing temperatures to join a group of dignitaries that included Secretary of Defense William J.

Perry, Secretary of the Navy John H. Dalton and Chief of Naval Operations ADM Mike Boorda aboard Naval Station Norfolk, for the commissioning ceremony.

According to the ship's Commanding Officer, CAPT Robert C. Klosterman of Cincinnati, carrying on the Stennis legacy presents a challenge to his crew they are ready to accept.

There are more than 30 native Mississippians among the crew of 2,780. For them, serving aboard *John C. Stennis* is something special.

"It's very exciting," said Disbursing Clerk 1st Class James J. Erickson of South Haven, Miss. "The other ships that I've been on, the names were just names to me, they didn't really have any meaning. On a ship named after Sen. Stennis, I really feel a connection to it. It makes me feel proud of both being in the Navy and being from Mississippi."

"People who aren't from Mississippi might not see it as being a big deal but growing up in the public schools and studying Senator Stennis in our history books, it's a great feeling," said Personnelman 3rd Class Richard G. Green of Yazoo City, Miss.

During his seven terms in the Senate, Stennis

supported the Navy and was often called, "The Father of America's Modern Navy." On his desk in Washington, D.C., was a

sign that read, "Look Ahead." It is in that spirit that the Navy's newest carrier will "look ahead" to carry on the legacy of an ardent supporter of Sailors everywhere. +

Schafer is a Norfolk-based staff writer for All Hands.



... and the beat goes on

Story by JO3 Jeremy E. Allen

There's an old vaudeville joke about a tourist asking a New Yorker, "How do I get to Carnegie Hall?" The punch line: "Practice, practice, practice." But practice is no joking matter for Navy musicians, who practice daily to perfect the sounds of harmony.

The first Navy band – now the U.S. Naval Academy Band – was created more than 143 years ago when 13 men reported to Annapolis, Md.

Then, and now, however, Navy musicians were not employed strictly for entertainment. "Entertainment is a by-product of our mission," said Master Chief Musician Jeffrey A. Taylor, command master chief for U.S. Navy Band, Washington, D.C. "Our mission is to provide musical support for honors and official ceremonies and functions, and for community and public relations. We are in the public information business. We are putting out an image. We are the Navy presence where you can't send ships."

"The band is right [out front] for any port visit of a protocol nature because we have the potential to get out and reach people more than anybody on the ship," said MUCS John W. Johnson, band director for the recently disestablished Navy Band Guam.

In their ambassadorial role, Navy musicians must always present a sharp appearance. "It is our job to look good all the time. We want to put the Navy's best foot forward," said Taylor.

"Representing the Navy to the world is what it's all about," said MUCM Chuck W. Yates, conductor and director of the "Sea Chanters" chorus at Washington, D.C. "I want [the audience] to walk out of a concert and feel good about the Navy."

Being a Navy musician goes far beyond just looking good. There is a lot of travel involved, and members will tell you it takes hard work. "Last year alone, Navy Band, Washington, D.C., played about 2,400 concerts," said Taylor. "These Sailors don't go home each night to their families when touring the country. When the Navy Band is on the road touring, they travel 200 to 250 miles a day," Taylor said.

Navy recruiters become very familiar with band members because they rely on the musicians as an important instrument in recruiting, said MUCS L.P. McIntyre, senior musician detailer at the Bureau of Naval Personnel.

"Sometimes we'll stay in five-star hotels, other times we're put up in an old gymnasium on a cot. You learn to adjust," said MU3 Shane Ellis, lead saxophone player for the 6th Fleet Band, out of Gaeta, Italy.

Navy musicians don't always play in nice, cozy, acoustically sound theaters, either. Taylor said musicians play in 32-degree weather when mouth-pieces stick to their lips and in blistering heat up to 105 degrees –

MUC Mary Fitzgerald, from New London, Conn., practices on the harp for an upcoming concert with the U.S. Navy Band, Washington, D.C.

the show goes on no matter what the conditions. "We've even played in the outfield during a baseball game," Taylor said.

To deal with the rigors of constant travel and public appearances, musicians rely on personal drive. "I get to pick up the horn every day and play," said MUC Rick Jasper, unit leader for the 6th Fleet Show Band. "This is the main thing that attracts most musicians ... the opportunity to play music and get paid for it."

There's a long-standing rumor that MUs must play at least two instruments. That is simply not true any more, Taylor said. "Just be able to play one really well." Reed players often know how to play another reed, but it's not required, said McIntyre.

"I get the opportunity to do what I love most, to play music," said MU1 Connie M. Frigo, a saxophone player for the Navy Concert Ceremonial Band, Washington, D.C. "Full-time music jobs [outside the Navy] are hard to come by. If I were in the civilian sector I would probably only play weekends, since there are no full-time performing opportunities for saxophonists in orchestras. Being a Navy musician is a good stable job to have," said Frigo. "It never gets boring. It is the best job in the Navy. It really is," added Frigo.

"Playing music is one thing I have always wanted to do. It's a chance to work with world-class musicians, and there is no guessing about a paycheck. It's always there," said MU1 Keith Arneson, a banjo player assigned to the U.S. Navy Band.

Navy musicians bring quality music to audiences from Annapolis to Japan. "Music is an international language that is understood and appreciated no matter what country you're in," said Johnson. †

Allen is a staff writer for All Hands. JO2 John Wipple, JO2 Brian Naranjo and JO1 Rebecca Celli contributed to this story.



Photo by PH1 Kurt Lengfield



Photo by PH1 Dolores Anglin

▲ Their own roadies, Navy musicians move thousands of pounds of equipment from one performance site to another, set up the gear and break it down after the show.



Are you ready to rock? (Or swing, sing, fiddle...)

Navy musicians are in Career Group 2, meaning they currently are filled at adequate levels. However, vacancies exist in some instruments. If you play the oboe, flute, clarinet, bassoon, French horn or piano, there may be a place for you as an MU.

To be an MU you must perform, by sight, a variety of musical pieces, plus all major and minor scales and prepared material. There are approximately 700 active-duty musicians in the Navy. They have only 13 different duty station choices. Among them are two premier bands, one in Annapolis, Md., at the Naval Academy and the other at Navy Band, Washington, D.C. Both have musicians perma-

nently assigned on a nonrotating basis. The other 11 bands are on a standard Navy rotating basis.

To apply for the U.S. Navy Band, Washington, D.C.; the Naval Academy Band, Annapolis, Md.; or to transfer into the MU rating, contact the musician detailer at (703) 693-0513 or DSN 223-0513. If cross-rating, first contact your command career counselor. To become an MU you must pass an official audition for the Navy music program at any official Navy Band location or at the School of Music, Little Creek, Va.

Information provided by the Bureau of Naval Personnel, Special Assistant for Music (Pers 6 MM).

◀ U.S. Navy Band Guam member, MU3 Bill Patrick, is fluent in the universal language of music. Here, he works with his Russian band counterparts during departure ceremonies pierside in Russia.



Photo by PH1 Dolores Anglin



Photo by PH3 Sammy Dallai

▲ MU2 Romanze Willoughby (left) and MU2 Jeff Wrenn, both from Woodbridge, Va., shake up the place in Clarke Quay, Singapore, with the 7th Fleet Band's "Orient Express" rock group.

◀ Practice makes perfect for Navy Band Newport members such as this saxophone player.



“Life has been good to me. I didn’t die young. I wasn’t killed in the war. I did almost everything I wanted to do, and some things I didn’t want to do. I had a job I liked and a woman I loved. Couldn’t ask for more than that.”

Arleigh A. Burke



U.S. Navy photo

- ◀ ADM Arleigh A. Burke (1955).
- ▶ The Little Beavers (1943).



31-knot legacy

A Sailor's Sailor passes on

Retired Navy ADM Arleigh Burke, the U.S. Navy's most famous destroyer squadron combat commander and chief of naval operations from 1955 to 1961, passed away Jan. 1, 1996, at National Naval Medical Center, Bethesda, Md. He was 94 years old.

The 42-year Navy veteran retired from active duty in 1961 after an unprecedented three terms as chief of naval operations.

A 1923 graduate of the U.S. Naval Academy, he was best remembered for his World War II command of Destroyer Squadron 23, that came to be known as the "Little Beavers" after their insignia based on a comic strip character.

In the Battle of Empress Augusta Bay, Bougainville, Solomon Islands, in November 1943, Burke brilliantly distinguished himself in leading several torpedo attacks that sank a number of Japanese warships.

At the end of the month he repeated his performance at the Battle of Cape St. George, New Ireland, Papua, New Guinea. The final score of the Little Beavers' sinkings was one enemy cruiser, nine destroyers, one submarine and several small vessels, plus some 30 planes shot down. Burke's ability to lead his squadron in spectacular dashes at high speeds earned him the nickname, "31-Knot Burke."

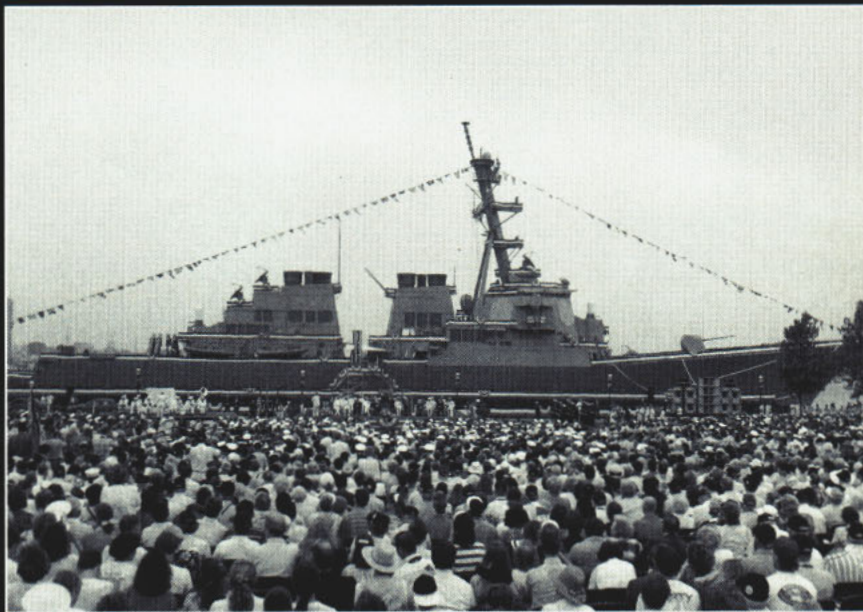
"The nation has lost a true hero," said Secretary of the Navy John H. Dalton. "Arleigh Burke was a patriot in the most classic tradition. He will be remembered as the very embodiment of honor, courage and commitment," Dalton said.

Chief of Naval Operations ADM Mike Boorda said, "ADM Arleigh Burke defined what it means to be a naval officer; relentless in combat, resourceful in command and revered by his crews. He was a Sailor's Sailor. The entire Navy grieves as it remembers '31-Knot' Burke."

The Navy recently named an entire class of destroyers, the most modern and capable destroyers ever built, after the naval hero. During the commissioning of USS

Arleigh Burke (DDG 51) in 1991, Burke issued a characteristic challenge to the ship's crew. "This ship is built to fight," he said. "You'd better know how."

Burke once described his approach to life as, "... an old-time philosophy — a philosophy of realism. You



▲ The guided-missile destroyer *USS Arleigh Burke* (DDG 51) was commissioned July 4, 1991, at Town Point Park, Norfolk.

must always ask yourself the question, 'What is important in life?' ... I think I did my best and even tried to do a little more. But I don't think it's very important that I be remembered ... the ideas I stood for should be remembered.

"Life has been good to me. I didn't die in the war. I did most everything I wanted to do, and some things I didn't want to do. I had a job I liked and a woman I loved. Couldn't ask for more than that."

Burke was buried at the U.S. Naval Academy under a black granite monument that has four stars, an etching of *USS Arleigh Burke* (DDG 51) and "Admiral Arleigh A. Burke, Sailor."

He is survived by the former Roberta "Bobbie" Gorsuch, his wife of more than 72 years. †

T Final exam: Trainers train fit fighters

Story and photos by JO1 Ray Mooney

Missiles inbound! Missiles inbound! All hands brace for shock!" bellowed the nervous seaman recruit over the ship's 1MC intercom system. He and his shipmates knew all too well that a direct hit could sink the ship.

"Fire! Fire! Fire in the main machinery room. General Quarters! General Quarters!" It had all come down to this. Would the ship and its crew be ready for combat? Not only would this be a battle against an enemy, but a battle to keep the ship afloat.

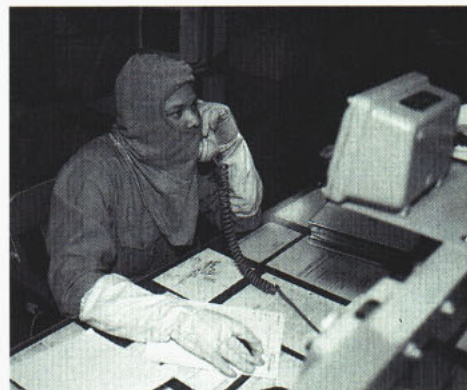
Suppose there really was a missile inbound. What would you do? If you completed the final, most demanding day of ship survivability training exercises aboard USS Vincennes (CG 49), you'd know what to do.

On the last day of the exercise, known as the Final Exercise Problem (FEP), instructors from Aegis Training Support Group Pacific (ATSG) and Afloat Training Group Pacific (ATG) came on board the guided-missile cruiser with a mission: train the ship to train itself.

"That's what we're out here for," said Fire Controlman 1st Class (SW) Stephen C. Routh of Oceanside, Calif., one of 10 ATSG instructors. "Training is the only way they're going to get better."

▼ GMM3 Leonard Newsom, of Riverdale, Calif., handles an M-242 automatic gun. His phone talker, GMM3 Damon Burchell, from Spokane, Wash., is in the background.

► The combat systems officer of the watch, FC1 Stuart Gresham receives and reports a combat systems casualty in the combat systems maintenance control center. General quarters has been sounded.





◀ LT Steve D. Filley, from El Paso, Texas, the damage control assistant (on phone) aboard USS *Vincennes* (CG 49) plots and plans the care of the ship's battle damage during a combat scenario. He is surrounded by phone talkers communicating with repair lockers and battle dressing stations throughout the ship.

▼ Adding realism to the exercise, FN Eric D. Greentree, from Philadelphia, simulates an amputation injury.

"Before, ATSG and ATG would come on board and be both the inspectors and the graders," said Electronics Warfare Technician 1st Class Michael W. Hinton, who works in combat systems aboard USS *Vincennes*. "Now we can conduct drills with our own training team." It is then their responsibility to make sure the next generation of *Vincennes* Sailors are trained.

"If the experienced people train the new ones coming in," said Hinton, "then they should be able to step right in and take over."

Teamwork was required at every stage of the training process. The FEP aboard USS

Vincennes was a true test of the crew's grit.

"They tried to make the FEP one of the worst scenarios a ship could encounter," said Damage Controlman 2nd Class Glen A. Stone, a Lake Arrowhead, Calif., resident. "If we couldn't handle this [in a real-life situation], the ship could go down."

The final command was given over the 1MC and echoed throughout the ship — "*Secure from general quarters.*"

Armed with all the knowledge that comes from intense training, Sailors aboard USS *Vincennes* are confident that should a threat be made to the ship, they'll be ready. ‡

Mooney is a San Diego-based staff writer for *All Hands*.



That's what ATSG did for six months aboard USS *Vincennes*. Whenever the ship was under way, ATSG instructors went with them. They made sure the ship's own training team learned how to prepare and conduct challenging drill scenarios during general quarters (GQ) — a change from past ATSG exercises.

"Under the old system, ATSG would come on board and grade just the senior Sailors, while the junior people were at GQ," said Signalman 1st Class (SW) Richard McNabb of Vernon, Texas. "Now, the senior crew members become the trainers for the ship." The ship's training team learns not only how to critique a GQ drill, but how to put together a scenario that affects every aspect of the ship.

Emergency response

Navy team scores big in EMT competition

Story by JO3 Jeremy Allen
and photos by PH3 Sam Dallal

Roaring flames engulf the top floors of a high-rise. People rush to the streets for safety. Sirens wail as fire trucks and ambulances arrive on the scene. Someone in the crowd yells, "There's a man in a wheelchair stuck on the 14th floor."

Without hesitation two fire fighters don breathing apparatus and run up 14 flights of stairs. Almost instinctively, they find the frightened man and carry him down to safety.

Scenes like this are played out all too often for Boatswain's Mate 1st Class Karl Terwilliger and Cryptologic Technician (Administrative) Seaman Vera Calpeno, both volunteers at the Laurel Volunteer Fire and Rescue Station in Laurel, Md.

Terwilliger, of Killeen, Texas, and Calpeno, from Staunton, Va., formed the Laurel Volunteer Navy Team and put their emergency medical technician (EMT) skills to work. They placed fourth in the EMT competition and seventh in the first responder competition at the 1995 International Rescue and Emergency Care Association (IRECA) competition in Nashville, Tenn. "This is the first time the Navy has been represented since 1948," Terwilliger said.

"IRECA is an organization consisting of people from various businesses, rescue squads and fire departments throughout the world. Their goal is to inform emergency medical services and fire and rescue services about any changes, techniques, equipment, protocols or anything that lets us do our jobs better," said Calpeno.

The two Navy EMTs started practicing six weeks before the competition. "You want as much practice as possible so you can think as one person, rather than two," said Terwilliger. They practiced for three hours a day, three days a week. Fellow EMT and co-volunteer, Michael K. Carlson said, "They put a lot of heart and soul into preparing for the competition."

The week-long event was broken up into two competitions. The first competition had two parts for the 31 two-person teams, Terwilliger explained. The first part was a grueling 100-question written test. "Even some of the paramedics couldn't answer all of

the test questions," he said.

Then they faced three emergency scenarios. Each one was confined to a 10 foot by 10 foot square. "We had 20 minutes to work a problem that required critical skills and actions based on a point system. During each problem we had to tell the judges our every move," explained Calpeno.

The first responder competition came next, with 24 four-person teams trying for the top position. "Our job as a first responder was to stabilize victims and prevent further injury until advanced medical help arrived. It was an extremely intense week of scenarios and tests," Calpeno said.

Their hard work and skill paid off. "For a first-time team to place fourth in this competition is impressive," said John P. Harding, assistant chief of the Laurel Fire and Rescue Station. Terwilliger and Calpeno earned top honors for having the highest score among all first-time competitors. "We second-guessed ourselves and didn't know how we did until it was over," Terwilliger said.

Winning these awards was an honor for Terwilliger, a 10-year veteran stationed at the Ceremonial Guard at Naval Station Anacostia, Washington, D.C., and his partner, Calpeno who's assigned to Naval Support Group Activity, Fort Meade, Md.

"They are driven by sincerity and concern for their





▲ Every Sunday night, Karl Terwilliger and Vera Calpeno stand by for any emergency in Laurel, Md.

► CTASN Vera Calpeno, (right) gives oxygen to a patient as BM1 Karl Terwilliger starts chest compressions in a CPR training class at the Laurel Fire and Rescue Station.

community," Harding said. They both work hard at helping the community and hold down part-time jobs, above and beyond their Navy jobs.

But after another long day on the job, whether on base, at the rescue station, or in a grueling competition, Terwilliger says he does it because its good to be able to "go home each night and feel good about yourself, knowing you have saved a life." †

Allen is a staff writer and Dallal is a photographer assigned to All Hands.



Bearings

Canadian Make-A-Wish children tour *Connie*

During a recent port visit to Vancouver, British Columbia, USS *Constellation* (CV 64) brightened the lives of six terminally ill children by inviting them and their families aboard for an extensive tour and a ride into Vancouver harbor.

The children were sponsored by the Make-A-Wish Foundation, an international organization that assists families in fulfilling their child's wishes.

The youngsters came aboard on an CH-46 *Sea Knight* helicopter and rode one of *Connie's* four massive aircraft elevators down four stories to the hangar deck, where they were welcomed with coloring books presented by *Connie's* clown patrol. The clown patrol is a group of Sailors who perform for children during *Connie's* port visits.

The carrier's first class petty officer's mess sponsored the event by providing the children with the ship's ball caps, patches and photos of the air wing.

The children talked with fighter pilots in the hangar bay and sat in the cockpit of an F-14D *Tomcat*. The Marine Corps detachment's display of battle gear fascinated the youngsters and the ship's fire-fighting team helped dress the children in fire-fighting equipment.

The children toured the bridge, combat direction center, signal bridge and the main deck. After lunch in the galley, they dressed in flight deck gear and went to the flight deck to watch flight operations.

Engineman 1st Class (SW) Laforne Clugston, *Connie's* Make-A-Wish coordinator, said a 16-year-



U.S. Navy photo

old Make-A-Wish child launched an F/A-18 *Hornet* with the help of the catapult officer.

"He went through the signals with the catapult officer standing behind him," Clugston said. "He gave the salute, touched the deck and launched the aircraft."

Clugston said parents were grateful for *Connie's* involvement in Make-A-Wish because coming out to the ship lifted their children's spirits.

"After the tour, one of the grandparents came up to me and said he was impressed with the professional and courteous attitudes of the crew," said Clugston.

Clugston explained Make-A-Wish fulfills the dreams of these children. He came up with the idea

DC1 James Riesen, USS *Constellation's* leading damage control petty officer, adjusts the chin strap on Evan Fritz's fire helmet. Fritz was one of six Make-A-Wish youngsters who visited the carrier.

for hosting Make-A-Wish during the 1994 Family Day cruise when he saw the look in his own children's eyes as they toured *Connie*.

"I saw we had something great here," Clugston said. "It was a once-in-a-lifetime chance for most people. I thought it would be a perfect opportunity for Make-A-Wish to make a few kid's dreams come true." ‡

Story by AN Harry T. Golden assigned to the public affairs office, USS *Constellation* (CV 64).



USS *Columbia* crew visits White House

Recently, the crew of the *Los Angeles*-class submarine USS *Columbia* (SSN 771) and their families were guests of first lady Hillary Rodham Clinton at the White House.

The crew visited the nation's capitol for a White House ceremony and dinner, where the first lady, who is the sponsor of the sub, and Secretary of the Navy John Dalton praised the crew on their efforts in readying themselves for the fleet.

It was an experience many of the submariners won't forget. "This is an exciting day for me," said Mess Management Specialist Seaman Michael A. Johnson of Louisa, Va. "I never thought I'd be in the White House. I'm proud to be a member of *Columbia*."

"This is your house – the people of the United States – the country



Photo by Susan Farmer

MMCM(SS) Robert E. Neill, chief of the boat, from Birmingham, Ala., (left) and CDR Dale R. Govan, commanding officer of USS *Columbia* (SSN 771), a native of San Diego, present a plank owner's certificate to Hillary Rodham Clinton at a White House ceremony and dinner hosted by the First Lady.

you have sworn to defend," said the first lady welcoming the crew to the White House. "The people's house stands behind you as you go about your duties. You have dedicated your lives so unselfishly," she said.

"Meeting the first lady and visiting D.C. is something I never

dreamed of anyway, anyhow," said Sonar Technician (Submarine) 1st Class Jeffrey J. Bodensieck, of Port Jervis, N.Y. "I may not ever have an opportunity to do this again." †

Story by JO1(AW) Michael R. Hart assigned to *All Hands*.

USS *Saipan* Sailor gives "Ouija Board" new twist

When asked to repair USS *Saipan*'s (LHA 2) aircraft spotting board, Draftsman 1st Class (AW) Bruce Beecher knew he had his work cut out for him.

The aircraft spotting board, commonly known as the "Ouija Board," is a model of the ship's flight deck with scaled cutouts of airplanes and helicopters. It's used

to track the movements of all aircraft on *Saipan*.

"I took a look and decided it needed to be totally redone," said Beecher. Since an accurate reproduction of the flight deck is critical, Beecher traced the old board's markings and matched color codes.

After roughing and priming the aluminum panels, Beecher began reproducing the flight deck in small scale. "I made a cut-out of the flight deck from poster board and used it as a template," he said. Beecher took a different ap-

proach to what would normally be a plain piece of equipment.

"I decided to give the painting a three-dimensional look by using shadows," said the 18-year Navy veteran.

For the Ouija Board, he added a dolphin, a sea gull in flight, a whale and submarine.

Beecher said he takes pride knowing he's created something that's different but useful. "As an illustrator-draftsman, you only see a few jobs come your way that are as much fun as this and that you get to sign your name on," he said. †

Story by JO1 Ron Poole, photo by PH1 Ernie Nordquist, both assigned to USS *Saipan* (LHA 2).

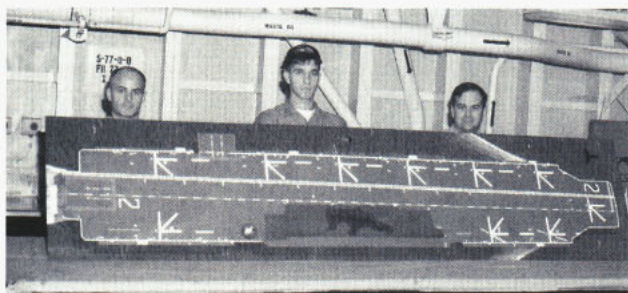


Photo by PH1 Ernie Nordquist

LI1 Joe Leach, LISN Kelly Weaver and DM1(AW) Bruce Beecher hold up *Saipan*'s new Ouija Board for flight deck control.

Bearings

Kitty Hawk crew helps friends in need

Until recently, Lexi and Ricardo were a brother and sister living in Acapulco, Mexico, with a roof over their heads — but that was all. The two youngsters lived with their four brothers and sisters on a dirt lot under a tar paper platform that was little more than a lean-to. The six siblings slept on one rotting mattress that was lying in the mud, and whenever it rained, the children got soaked.

Just as their prospects were getting dimmer, a concerned Mexican citizen and several American Sailors helped out. Ricardo Irvine and the U.S. Defense Attache's Office coordinated a ship's visit to the country, which brought USS *Kitty Hawk* (CV 63) to a port call in Acapulco, Mexico.

Kitty Hawk Sailors loaded dozens of sheets of plywood, two-by-four boards and supplies in San Diego and headed south of the border. A day after their arrival, about 200 Sailors tackled a number of community projects.

The volunteers renovated a Salvation Army orphanage and built two homes. Sailors painted, did electrical work, landscaped, and finished general cleanup.

There were dozens of boxes of Project *Handclasp* materials including food, clothing, books and hygiene products donated to needy families. The carrier's crew also delivered a much-needed ambulance to the city. The emergency vehicle was a gift from Acapulco's sister city of Beverly Hills, Calif., but there was no way to transport it until *Kitty Hawk* stepped in.

The house-building project was, by far, the most satisfying. "It generated a lot of interest among

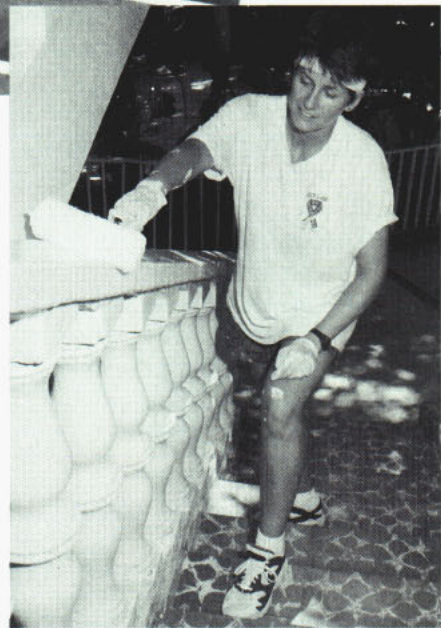


the Sailors," said Chaplain (CDR) Gene Theriot. "We were able to build two houses, including beds, electrical wiring and an outhouse, which is something they didn't have," said Theriot. "Having Sailors in the village created quite a bit of interest. Not a lot of people knew we were coming."

"The amount of work completed in one day was something these folks are not used to seeing," said the chaplain. "They build houses when they are able to get the materials. It might take months to finish them, so they weren't used [to a building going up in that length of time]."

"Now there is hope," said Theriot. "There is hope [Lexi and Ricardo] can begin to live in a different way." †

Story by JOC Brent Johnson, photos by PHAN John Collins, both assigned to the public affairs office, USS *Kitty Hawk* (CV 63).



▲ HMCS Jackie Diosa paints a bannister during renovations to a Salvation Army orphanage in Acapulco, Mexico.

▲▲ Hundreds of USS *Kitty Hawk* (CV 63) Sailors gave up a day on the beach to build houses, renovate an orphanage or deliver Project *Handclasp* materials to needy families in Acapulco, Mexico. The carrier spent four days visiting the port city.

Photos by PHAN John Collins



Chesapeake Sailor wins art awards

Quartermaster 1st Class (SW) John P. Shea of the guided-missile frigate USS *Estocin* (FFG 15) was recently recognized by the Chamber of Commerce, Hampton Roads, Va., for his outstanding achievements in art at the 17th Annual Salute to the Military and Artists in the Military Awards ceremony held in Norfolk.

Shea received awards in the Best in Show category for his pastel painting entitled, "While We Wait" and in the Best Mixed Media category for his painting called "Mind Crime III."

"The freedom to express myself without restraint is what I enjoy most about painting," said Shea, who has been perfecting his craft since he was nine years old.

"It's impressive to say the least," said LT Jeffrey P. Cole, Shea's department head. "I think he may be in the wrong business."

With five years of studying art at Virginia Commonwealth University, Richmond, Va., and a semester at Old Dominion University, Norfolk, Shea has already shown several pieces in Richmond galleries and sold numerous works to collectors along the East Coast. †

Story by ENS Brad Fagan, photo by LT Jeffrey P. Cole, both are assigned to USS Estocin (FFG 15).



Photo by LT Jeffrey P. Cole

QM1(SW) John P. Shea of USS *Estocin* (FFG 15) stands beside the paintings that earned him recognition for Best in Show and Best in Mixed Media at the 17th Annual Salute to the Military and Artists in the Military Awards sponsored by the Chamber of Commerce, Hampton Roads, Va.

Volunteers add color to Ingleside, show community spirit

Whoever said, "Let's paint the town," was probably one of the 94 volunteers participating in Operation *Paint Day* in Ingleside, Texas.



Photo by SR Bethany A. Monk

Six houses owned by elderly or handicapped residents were touched up and repainted by local volunteers, including more than 24 Navy personnel.

Paint supplies were donated by local businesses. "We painted as many houses as we had volunteers," said Care Quintanilla, a member of the Ingleside Beautification Committee.

Volunteer Cherie Anhorn said she heard of Operation *Paint Day* from her husband, LT Walter Anhorn, of Seneca Falls, N.Y. "I think the turnout for Paint Day was great," Anhorn said.

For 7-year-old Daniel Elola, and IC3(SW) Dennis Elola and his 7-year-old son, Daniel, enjoy one-on-one time together as they paint a house during Ingleside's Operation *Paint Day*.

his father, Interior Communications Technician 3rd Class (SW) Dennis Elola, of Corpus Christi, Texas, Operation *Paint Day* was not just a volunteer activity but quality family time, too.

"I painted the front of the house. My dad just taught me how to paint today," Daniel said.

"It's an excellent way to come out and enjoy a father-and-son time together, while helping out the community," said Elola.

Chief Personnelman Max Hodge, a Tempe, Ariz., native, said volunteering is the best way to spend his spare time. "It shows the spirit of the community when people volunteer," said Hodge. †

Story and photo by SR Bethany A. Monk, assigned to the public affairs office, Naval Station Ingleside, Texas.

Around The Fleet...

SPRINTs ...

The Bureau of Navy Medicine. To combat post-traumatic stress syndrome, the Navy developed Special Psychiatric Rapid Intervention Teams, or SPRINTs, that can be requested to provide rapid, short-term counseling to Navy and Marine Corps members who experience a traumatic event such as a

terrorist bombing. Naval Hospital Bremerton, Wash., and Naval Medical Centers, Portsmouth, Va., Bethesda, Md., and San Diego each have a team. SPRINTs are made up of Navy psychologists, psychiatrists, social workers, chaplains, nurses and hospital corpsmen who work together to provide crisis assistance to Navy and Marine Corps units. ‡

Joint training ...

Indigo Desert '95. A joint forces training exercise recently combined the forces of the U.S. Navy, Marine Corps, Air Force, and Special Operations Command with the defense forces of the nation of Qatar (on the southern coast of the Arabian Gulf), to demonstrate the ability of U.S. forces to secure a friendly nation's port in danger of attack.



Exercise units included Commander, Destroyer Squadron 50; Commander, Maritim Prepositioning Ships Squadron 2; USS *Harry W. Hill* (DD 986); USS *Gary* (FFG 51); USS *Tempest* (PC 2); USS *Cyclone* (PC 1); Mobile Inshore Undersea Warfare Unit (MIUWU 105); M/V *Louis J. Hauge Jr.*; tactical security teams of the U.S. Marine Corps Force Service Support Group; and multiple units of the Qatari navy and coast guard.

MIUWU 105 personnel deployed to Qatar from nearby Bahrain aboard USNS *Kilauea* (T-AE 26), and by air aboard CH-53 helicopters, into the port of Um Said. ‡

On the deck...

USS *Guam's* (LPH 9), quarter-deck has been transformed into a showplace, thanks to the craftsmanship of Boatswain's Mate 1st Class (SW) Randy W. Suhr, of New Boston, Mo. Using skills he honed for nine years, Suhr fashioned an anchor, a helm, four Turk's head knots and a rope chain to, "make the quarterdeck a showplace and show pride in the boatswain's mate rate," said Suhr.

"The anchor took about eight hours to complete and the helm took another four or five," Suhr explained.



He said some knots are frustrating, but the challenges are worth their rewards. Suhr would like to pass the torch to someone else by teaching what he calls, "the lost art of knot tying." Suhr remarked, "If somebody wants to learn to tie knots, I'll take the time to show them." ‡

Green light ...

NAS Pensacola, Fla., Training Air Wing (TRAWING) 6, set up a traffic signal in the passageway outside the wing's administration department and now the signal blinks at passers-by all day long. The large yellow signal is a constant reminder of the Navy's standards of behavior and a graphic demonstration of their importance to the command.

The light is the brainchild of LCDR Kathy Campbell, TRAWING 6's administrative officer. The Clarksville, Tenn., native saw the potential of the dilapidated traffic signal in a junk store window and bought it for the command.

AMH1 Jeffery A. Moritz of



Barberton, Ohio; AMH2 David G. Moore of Cumberland, Wis.; and AK2 Gary Walker of Okeechobee, Fla.; made the light display-worthy. They scraped, drilled, painted, wired and rewired the light, and turned the old relic into a presentable

display that flashes colored lights in random order from morning until close of business.

To help explain the display, there is a paragraph about each behavior zone engraved in colored plaques accompanying the light. The traffic light behavior rating system is fully explained in the Navy's pamphlet, *Resolving Conflict...Following the Light of Personal Behavior* (NAVPERS 15620).

"The idea behind it (the traffic light) is that the Navy has annual (sexual harassment awareness) training, but that's not the only time to focus on it. It's supposed to be an every day, day-in and day-out focus," explained Campbell. †

Community ...

Project Handclasp. When the crew of USS *Constellation* (CV 64) dropped anchor in Mazatlan, Sinaloa, Mexico, they immediately went to work preparing a vertical replenishment (VERTREP) for *Project Handclasp*. The VERTREP provided the Mazatlan Red Cross with urgently needed medical supplies and educational books for distribution to needy communities.

For several hours, helos from Navy Helicopter Anti-submarine Warfare Squadron

2 and Navy Helicopter Combat Support Squadron 11 flew from "Connie" to the pier to drop off more than 65,000 pounds of materials.

According to Chaplain (CDR) Michael A. Diaz, the project's coordinator and *Constellation's* command chaplain, donations came from individuals, religious organizations and industry. "... They came from the people of the United States. [USS *Constellation*] is only the trucker who delivers the supplies," said Diaz.

Supplies donated by *Project*



Handclasp will benefit hospitals in Mazatlan and provide aid to outlying regions. †

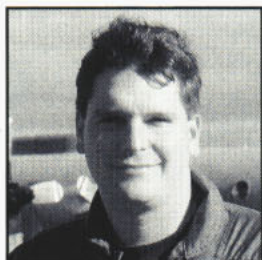
Shipmates



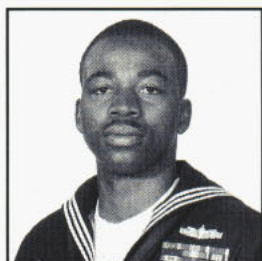
Yeoman 2nd Class Jacqueline D. Jacobs received the Navy Achievement Medal for initiating and implementing the Navy Communication Gate-guard System at Naval Air Station Joint Reserve Base, New Orleans, where she serves as leading petty officer in the administration department. The St. Clair Shores, Mich., native is working on her enlisted aviation warfare specialist qualification.



Intelligence Specialist 3rd Class Robert A. Silaghi was selected as Commander, United States Naval Forces Central Command Bluejacket of the Quarter for 4th Quarter 1995. The South Bend, Ind., native is a staff military analyst in support of Operations *Southern Watch* and *Vigilant Sentinel*. Silaghi developed data bases that analyze Iranian and Iraqi naval tactics and operations.



LT Joe Hart received the Association of Naval Aviation's Junior Officer of the Year Award for Whidbey Island Naval Air Station, Wash., for his leadership as a mission and aircraft commander. Hart logged more than 2,000 hours of international flight time while attached to Fleet Air Reconnaissance Squadron 1. The Iowa City, Iowa, native is an instructor pilot and functional check pilot.



Gunner's Mate (Guns) 1st Class Robert P. Trammell was named *USS Rainier* (AOE 7) Senior Sailor of the Year for 1995. A native of Steele, Miss., Trammell led an eight-person tiger team that repaired *Rainier's* ammunition storage sprinkler system. This saved the Navy \$30,000 and paved the way for the ship's certification to handle ammunition.



Dental Technician 3rd Class Chad J. Renick was named Junior Sailor of the Quarter, 4th Quarter 1995, at Naval Dental Center, Great Lakes, Ill. Renick, a Darlington, Ind., native, was recognized for serving as supply petty officer for the Branch Dental Center, where he managed a \$45,000 budget, and successfully monitored the procurement of \$50,000 in physical plant upgrades.

March **ALL HANDS** Contributors

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Don't rock the boat

Midshipmen slice through the chilly waters of the Severn River during the annual International Nautical Competition recently held at the U.S. Naval Academy, Annapolis, Md.



NAME: QM2 Joseph K. Barthelmess

ASSIGNED TO: Fleet Composite Squadron 6, Detachment Little Creek, Va.

HOMETOWN: Atlanta

JOB DESCRIPTION: Assistant Navigator, Drone Launch and Recovery Retriever. "To ensure safe navigation of the boat to wherever the (drone) is going to land."

PLACES VISITED WHILE IN THE NAVY: Egypt, Spain and Italy.

BEST PART OF THE JOB: "Navigation is fun, especially when you're on a bigger ship taking fixes and making sure you're in the channel. Just the stress of the job is real fun. It gets the adrenaline pumping."

